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WHEN TO
TAKE IT EASY,
AND SECRETS
FOR GOING
THE DISTANCE



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AND TAYLER WILES (R)
ON HOW TO MAKE
EVERY RIDE MORE
REWARDING AND FUN

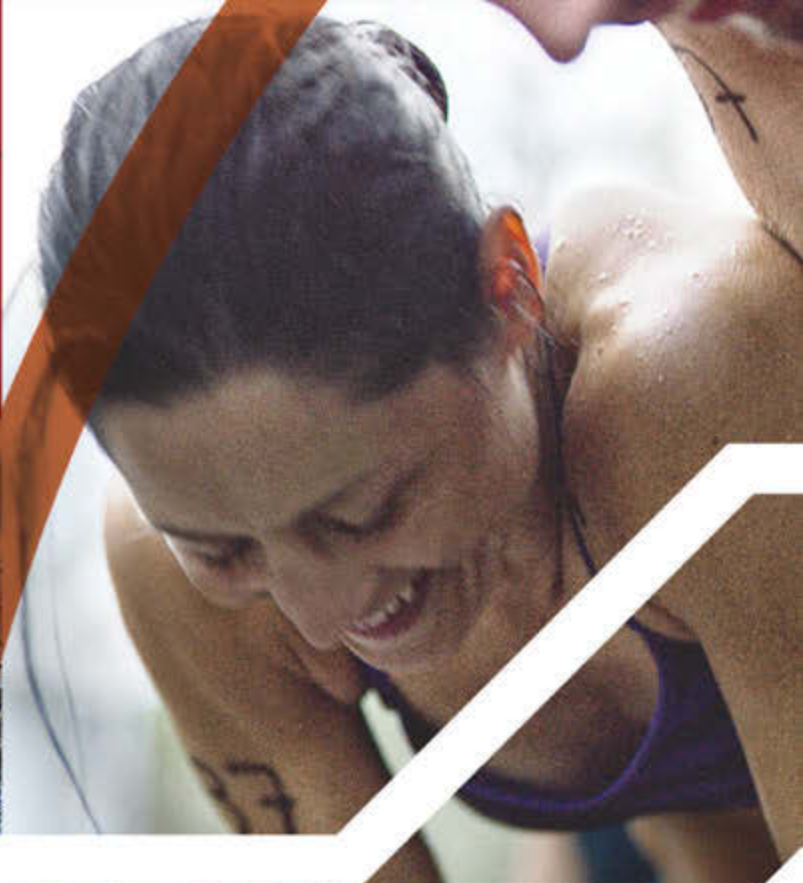
P. 93

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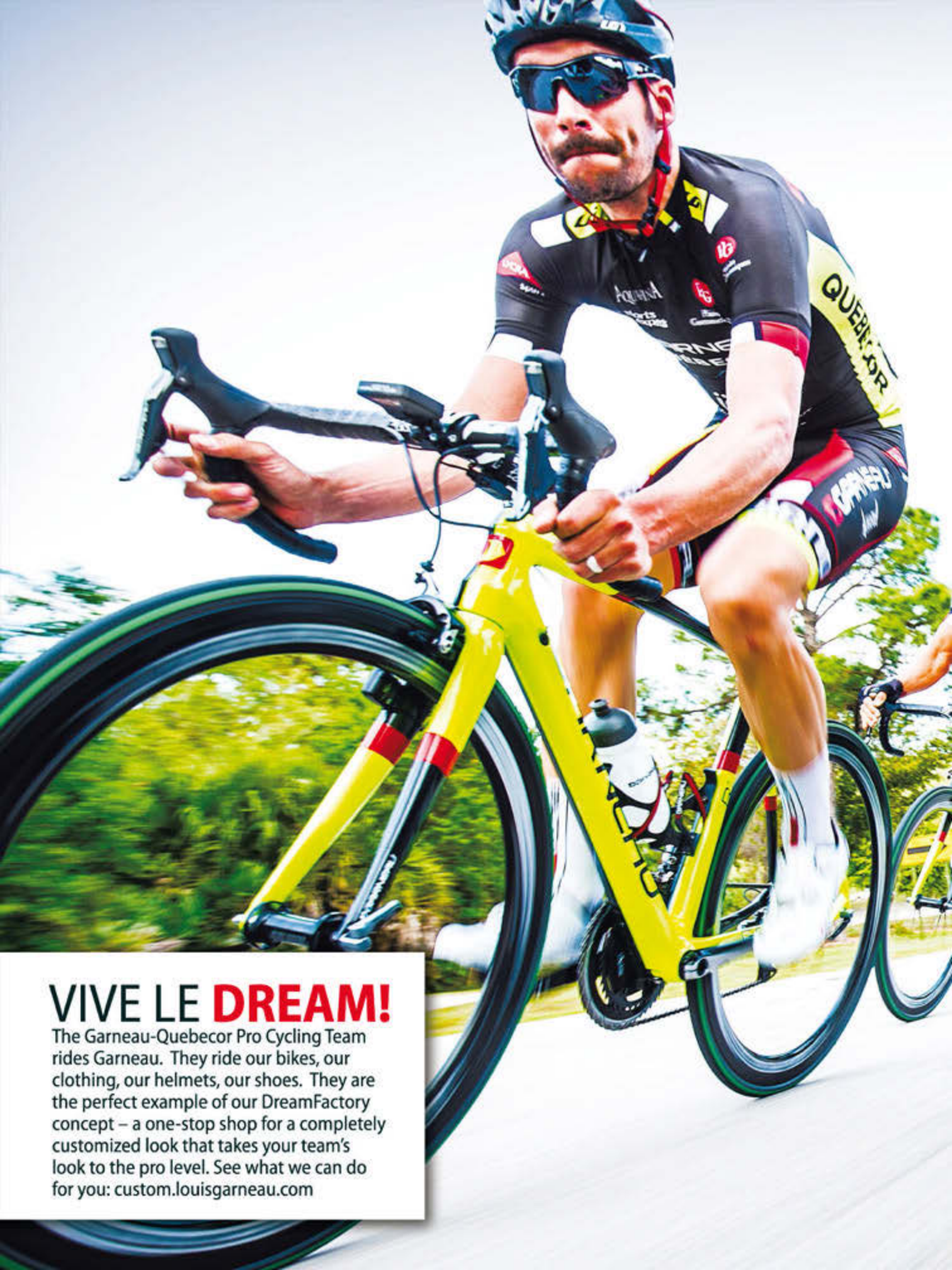
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AUGUST 2015 // VOLUME LVI // NUMBER 7



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Our slightly wacky and totally irreverent take on the world's greatest race. Plus: Pro bikes you can ride! Get fit in 21 days with our stage-by-stage training plan! **By BICYCLING Staff**

93 LOVE THE RIDE

These five cycling-obsessed couples share their hard-earned secrets for finding the balance between love and bikes—and how to make the ride last. **By Molly Hurford**

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V O L V O



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A message from Thierry Attias

Founder of Momentum Sports



“It takes an entire organization to put the UnitedHealthcare Pro Cycling Team at the top of their sport. Along with talented athletes and dedicated staff, we also rely on dedicated partners willing to work together to provide the best possible tools for our trade.”

Thierry Attias
Founder, Momentum Sports Group

The Momentum Sports Group was founded in 2003 with the mission of creating measurable and meaningful value to sponsors and the sport. Through clean racing, teamwork, and strong relationships with our partners, we have been an active part of the professional peloton ever since, running and operating one of the most successful teams in the sport of professional cycling, the UnitedHealthcare Pro Cycling Team. Partnering with brands that share our vision and values has been paramount to the success, consistency, and growth of this program.

Our partnerships with GQ-6™ and Aegis Sciences exemplify that symbiotic relationship. It's one thing to partner with brands that share your ideals and work well together, but to have two leaders in their categories truly unite behind our team, collaborate to develop, test and validate a product specifically for our team is a whole new level of teamwork.

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ON THE COVER | Photographed by Jeff Singer. Olivia Dillon and Tayler Wiles ride on the Seven Sisters segment of Mount Tamalpais near Marin County, California.



Danny Summerhill p. Jonathan Bevelch

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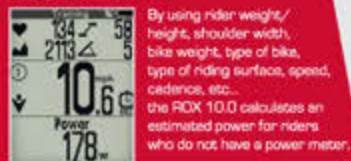
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The Selection

by BILL STRICKLAND

► THIS MONTH'S TOP TIPS, BEST ADVICE, AND PERSONAL PICKS FROM OUR EDITOR



1 MY FAVORITE CLOTHES all end up with grease stains [like the shirt below], little rips, or scuffs from all the time I spend on or around my bikes. If I think really far back, I can remember when this felt unfortunate. Now, those ubiquitous blemishes seem to me to be the natural and inevitable marks of a way of life—a central part of my style, and proof that, for some of us, cycling is not an activity but an identity.



2 IT IS AN AMAZING THING that the simple act of riding a bicycle can spawn both the Tour de France (p. 73) and the Ciclovía (p. 104)—one a three-week sporting spectacle that traverses a country and is contested by just under 200 of the most elite cyclists alive, and the other a weekly takeover of one of the most traffic-plagued metropolises in the world, powered by a million riders making up what must be the most eclectic and egalitarian pack in the world. Which event is greater? Yes.

3 Life's too long to not realize life's too short to not go for a bike ride.



4 PARKER DUSSEAU'S made-in-San Francisco Merino/Organic Cotton Twill Shirt is my go-to for those days when I know I'll be city riding or commuting, and also find myself in senior-level corporate meetings or presenting awards, giving a speech, or somehow representing BICYCLING at a function. After a year of hard wear, this \$175 button shirt still looks fresh, and thanks to the wool blend, with just a good airing it recovers from long days and is good enough to be used multiple times on road trips.



5 DURING THE LUNCH RIDE, I thought I'd forgotten my helmet, and when I reflexively reached up to touch my head I discovered I was wearing the Kask Pro-tone—it's that comfortable, that light. It sits low (a look I like), especially in the front and back, and has the most tunable fit system I've tried. You can adjust the overall height of the rear cradle, then adjust each side individually, and finally cinch the whole thing to taste. Kask says its aero design is tops for a fully vented helmet, but I'm more impressed with the luxe leather strap. \$300.



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I RAN OVER A WAD OF CHEWED GUM. HOW DO I GET IT OFF MY TIRE?

Act fast. Sticky stuff like gum or even tar on a tire can pick up tiny pieces of glass and other detritus, and before you know it, you'll be on the side of the road installing a new tube. Work as much of the gum off the rubber as you can, using your fingers or a tool with a firm but not sharp edge. If there's still residue after ►

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the ride or during a break, try this: “Freeze the gum with an ice cube, then flick or scrape it off of the tire,” says Chris Clinton of Challenge Tires.

► What cycling books are absolute necessities to have on my shelf?

There are too many excellent choices to list, but we can recommend a few favorites to get your collection started. If you’re interested in timeless training advice, try *Bicycle Road Racing* by Eddie Borysewicz, the famed coach of the nine-medal-winning 1984 US Olympic team. For mud-and-barriers fanatics, Simon Burney’s *Cyclocross* contains training tips and gorgeous Graham Watson photography. Romantics will appreciate *The Spring Classics*, a coffee-table book from VeloPress full of beautiful photos from the toughest races in the world. Even if you don’t build your own wheels, Jobst Brandt’s *The Bicycle Wheel* is the *ne plus ultra* of instructional tomes. *Rebour: The Bicycle Illustrations of Daniel*

Rebour by Rob van der Plas and Frank Berto offers a history of one of cycling’s preeminent artists with drawings that will be instantly familiar to anyone who’s perused a Campy or VAR catalog. Want to repair your own bike? Shameless plug here, but our own *Bicycling Guide to Complete Bicycle Maintenance and Repair* will guide you through any fix.

► What type of event is best for a new cyclist who wants to race?

Check out a gran fondo. With timed sections and age-group podium categories, these rides offer an opportunity to push yourself and see how you stack up against other riders without having to deal with an aggressive pack. Plus, there’s often a hearty postride meal to reward your efforts.

► My jersey is covered in salt stains after rides, but my friend’s is clean. Is there something wrong with one of us?

Don’t worry; you’re both normal. As sweat evaporates it leaves behind minerals—the same electrolytes that sports drinks and supplements are designed to replace. The amount and composition of sweat can vary from person to person and may even change over time. Much of that variability is genetically determined and not well understood, says W. Larry Kenney, PhD, a professor of physiology and kinesiology at Penn State University. As your aerobic fitness increases and you get better acclimated to hot weather, you may have a higher perspiration rate and less salty sweat, he says. Your jersey’s wicking

capacity could also affect the amount of salt left on the fabric, and darker colors will highlight the white mineral deposits. In certain circles, salt-crusted gear after a hard ride is considered a badge of honor, so rock it with pride.

► I know you should never clamp a carbon bike in a work stand by the frame. But what about a carbon seatpost?

Not a problem, says Calvin Jones, director of education for Minnesota-based Park Tool. Unlike thin-walled top tubes and seat tubes, carbon posts are thick and strong, he says. Seatpost makers concur. “Any carbon seatpost worth its modulus is inherently designed to be clamped in the bike frame,” says Sean Coffey, marketing director at Ritchey. Most modern work stands use a relatively low-pressure combo clamp: Push the ratcheting jaws together to close around the post, then spin the dial to adjust clamp pressure. Do exercise caution with the powerful lever-style clamps on some Park professional stands, says Jones. His rule of thumb: “Turn the adjusting barrel so the clamp handle will shut when using only two fingers. If you have to shove it closed with your entire hand, the adjustment is too tight.” Oh, and that prohibition on clamping carbon frames? That’s good advice for frames of any material.

► Why is the yellow jersey yellow?

Like much of cycling lore, the true origin of the Tour de France’s *maillot jaune* is somewhat murky. It is generally believed that the

WINNING ADVICE

HOW DO YOU GET MOTIVATED TO RIDE?

I remember that when I was doing daily dialysis, I promised myself I would ride every day if I ever got a kidney transplant!

KEVIN KOTSKO
PITTSBURGH, PA



That’s powerful motivation, Kevin! We hope you’re feeling great and riding lots. You can inspire your next repair with this [Park Tool Home Mechanic Starter kit](#).

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What’s your best recovery tip?

Submit your answer to BICYCLING@rodale.com with the subject line “Winning Advice.”

(UM...)
**I THINK
I HAVE A
SADDLE SORE.
WHAT CAN
I DO TO
HEAL IT?**

Caused by friction and bacteria, a saddle sore looks similar to a pimple or—if it pops on its own—an open lesion. Depending on the exact location, it can cause a dull or sharp pain, and sitting on anything (like your saddle) will be uncomfortable. Fun, right? To cure a saddle sore, take a day or two off the bike, and keep the area as clean and dry as possible. An Epsom-salt bath can decrease inflammation and soothe irritated skin, says Esther Yun, MD, a gynecologist and cyclist in Los Gatos, California. If the sore doesn’t go away after a few days, has a red rash around it, or is leaking any pus, make an appointment with your doc—you may need antibiotics.

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YOUR BEST IS WITHIN REACH

Ramsey Bergeron
Triathlete



jersey took its color from the yellow paper used by *L'Auto*, the newspaper that was the Tour's first primary sponsor. But cycling historians Bill and Carol McGann say this might not be the case. They suggest that the sunny hue has less to do with providing publicity for the event's main sponsor and more to do with keeping operating costs at a minimum.

Yellow jerseys were less popular than jerseys of other colors, and were therefore cheaper to obtain.

► **Got any good bike jokes?**

We polled pros, staff, and even professional comedians for bicycle jokes, and everyone sent over the same classic. You be the judge of whether it's any good: A cyclist

dies and meets Saint Peter at the gates of heaven. The saint gives him the tour and leads him into a magnificent velodrome, filled with cyclists racing custom track bikes. "You'll be fitted for a bike of your own, and your personal masseuse will be available every day," Saint Peter tells the amazed cyclist. When a pro flies by on a gold-plated Cinelli, the cyclist says to the saint, "Wow, he was fast! Is that Eddy Merckx?" Saint Peter replies, "No, it's God. He only wishes he were Eddy Merckx."

► **Do I need to yell "On your left!" on a bike path if there's lots of room for me to pass?**

It's not strictly necessary, but it is decent. And it might be self-preserving: You've no doubt noticed that many people are blissfully unaware of anyone else on the path. A friendly greeting is a nice way to A) rouse them from

READER SURVEY

WHAT'S YOUR FAVORITE SEMISOLID CYCLING SUBSTANCE?

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SNOT	7%
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EMBRICATION.....	5%
THAT SLUDGE AT THE BOTTOM OF YOUR WATER BOTTLE	0%

SOURCE: BICYCLING FACEBOOK POLL

6.4

PERCENTAGE BUMP IN 40K TIME TRIAL PERFORMANCE THAT WELL-TRAINED FEMALE CYCLISTS GAINED AFTER ADDING TWO DAYS PER WEEK OF LEG-STRENGTH TRAINING TO THEIR SCHEDULES FOR 11 WEEKS.

SOURCE: SCANDINAVIAN JOURNAL OF MEDICINE AND SCIENCE IN SPORTS

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their reverie by reminding them that there are other humans in the world and B) point out that one such human will be overtaking them momentarily.

Now, some etiquette: Give people time. If you shout three feet from their shoulder, expect them to jump right into you. Twenty to 30 feet is a good distance. Also: Use a cheerful, friendly voice and don't bellow. Then wave or say thank you as you pass.

► Who was the first female pro cyclist?

This answer is more complicated than you might expect: While female racers have been competing since the dawn of bicycles, professional women's cycling as we know it today can trace back its history only about 20 years, when financial support and sponsorships began increasing

opportunities for women. That said, while technically an amateur, Beryl Burton had the most extraordinary career of any woman cyclist ever, says cycling historian Andrew Ritchie. "On several occasions she raced among the men and even beat the men's record in a 12-hour time trial in 1967," he says. She also won the UK women's 10-, 25-, and 50-mile championships for 25 consecutive years. No other athlete in women's racing history has shown such consistency, determination, and sheer athletic grit.

► Why do bicycles still use chains?

In short, simplicity. Chain-driven bikes are easy to operate and repair. They lend themselves to both single and multigear options and lack the expense and complication of internally geared hubs. They can come with a wide

range of gears with minimal loss of energy for your effort. Plus, they're lightweight.

While most bikes still use chains, some have a toothed belt and matching cogs. This system is cleaner (the belt requires no lube), but relies on a heavier, internally geared hub if you want different ratios for varied terrain.

► I'm ready to take the plunge and shave my legs. Any pointers?

If you're working with serious hair volume, reduce your thicket to manageable stubble by running an electric trimmer over dry hair. Apply a preshave gel to soften hair, says Art of Shaving master barber Nelson Oliveira. Use a moisturizing shaving cream to increase glide (if you really want to get serious, apply the cream with a shaving brush to soften stubble), and use a body razor

with a rounded head to reach all the contours of your leg. Start with your ankle and move up toward your thigh with the razor. Slow down and take your time around knees, shins, and ankles; rinse the razor frequently as you go. For an even closer shave, lather up again and repeat the process. "Then, to finish, layer a broad-spectrum sunscreen with an SPF of 15 or higher to protect your skin from harsh UVA and UVB rays," says Oliveira.

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What Your Spine Wishes You Knew

How to banish lower-back pain so you can pedal with more power **BY IAN MCMAHAN**

Percentage of recreational cyclists who experience cycling-related lower-back pain:

30 TO 50

2.8

factor by which sitting slumped forward increases pressure on the lower back, compared with standing. Planted in front of a computer all day? Save your spine: ⚙️ Avoid slouching in your chair ⚙️ Get a standing desk ⚙️ Take frequent standing or walking breaks

TWO MOVES TO BEEF UP YOUR BACK



SWISS BALL SUPERMAN

Lie on your belly on a Swiss ball. With your toes supporting you, extend your arms out in front, forming a straight line from heels to head, back straight. Hold for 45 to 60 seconds, then release. Repeat two more times.



SIDE PLANK

Lie on your right side with your legs straight and upper body propped on your right forearm, elbow under shoulder. Lift your hips until your body forms a straight line from shoulders to ankles. Hold for 30 to 60 seconds. Do three on each side.

ONE IN FIVE

PROFESSIONAL CYCLISTS CITE LOWER-BACK PAIN AS A REASON FOR COMPROMISED PERFORMANCE

FEND OFF FATIGUE

As it gets tired, your back tends to round and move from side to side more, straining the muscles and ligaments and wearing down disks. Strengthen your back with the exercises at right.

►► A Better Fit ◀◀ 3 ways a professional bike fitter might help ease lower-back pain:

- Level your saddle
- Decrease cockpit length with a shorter stem or smaller handlebar
- Minimize saddle-to-handlebar drop by adding spacers or adjusting your stem



Cyclists with a history of lower-back pain spend an average of 46 minutes during a two-hour ride with their lower backs excessively rounded, compared with 5 minutes for those who don't report low-back pain. **SOLUTION** Engage your back muscles and rotate your pelvis toward the top tube to ride with a flat or neutral back.



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MOST FUN
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The Best Seafood You're Not Eating

Move over, salmon. These five delicious alternatives deliver a boatload of protein, healthy fats, and other key nutrients that will satisfy any postride appetite.

BY MATTHEW KADEY, MS, RD

MUSSELS ▶ Packed with briny flavor, these mollusks are not only low in calories, they're also packed with vitamin B₁₂ to bolster the production of red blood cells, which deliver oxygen to working muscles. A bonus for the conscious consumer: These filter feeders actually clean the water they're farmed in. Place mussels directly on the grill and heat over medium high until they pop open. Or steam in a liquid such as coconut milk, white wine, or beer.

SABLEFISH ▶ Hailing from the North Pacific Ocean, sablefish (also called black cod) has a buttery texture, and is brimming with omega-3 fats to help ease postride muscle soreness. Fresh fillets are hard to find, so look for flash-frozen cuts. Bake or broil in the oven and top with a salsa made from cherry tomatoes, bell pepper, diced mango, jalapeño, and cilantro.

SMELT ▶ Scooped up from the Great Lakes, these tiny, silvery-green fish have less of a "fishy" flavor than sardines and anchovies. Nutritional highlights include plenty of

protein, heart-healthy fats, and bone-building phosphorus. Remove heads from cleaned smelt, coat in an egg wash followed by almond flour, and pan-fry in two tablespoons of olive oil until crispy.

ARCTIC CHAR ▶ A sustainable alternative to farmed salmon, this pink-fleshed swimmer from frigid northern waters has a rich, slightly sweet flavor. Similar to its related fish, salmon and trout, char delivers mega-healthy omega-3 fats as well as disease-fighting carotenoid antioxidants. Season fillets with salt, pepper, and lemon zest before roasting in the oven at 400°F for 10 to 12 minutes. Char's firm flesh also holds up well on the grill.

CATFISH ▶ This Southern favorite has a moist and succulent texture that puts tilapia to shame. It also ponies up good amounts of thiamine, a B vitamin the body uses to generate energy from carbs to rev up your rides. Sprinkle fillets with creole seasoning, pan sear in a little olive oil, pile onto toasted whole-grain buns, and top with slaw.



ALL FIVE OPTIONS HERE ARE SUSTAINABLY CAUGHT OR FARMED. FOR MORE SUGGESTIONS, VISIT BICYCLING.COM/GREENSEAFOOD.



Q/A

I always hear people say they “bonked.” How do I know if it’s happening to me? When you bonk, it simply means that your blood sugar is very low, explains Judith Haudum, head nutritionist for the BMC Racing Team. You might feel dizzy, lightheaded, tired, or even start shaking. Your legs may hurt. It can mess with your coordination as well, with dangerous consequences. “Imagine riding a technical downhill while not thinking straight,” says Haudum. If you’re bonking, get some simple sugars into your system quick—this is the one time it’s worth downing some convenience-store Coke or jelly beans. Prevent it in the first place by eating 150 to 240 carb-rich calories every hour on a ride, and up to 360 if you’re racing.



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Fuel Up Without Slowing Down

HUNGRY? DON'T WAIT until you can pull off to the side of the road. These six tips from USA Cycling elite-level coach, Jill Gass, will help you eat and drink on the go.

► **Do your prep.** Before you leave home, open the packaging on your bars, but leave the gels intact. Place snacks in the pocket closest to your preferred grabbing hand.

► **Choose the right bottle cage.** You want one that releases easily so you're not playing tug-of-war just to have a drink. We like the classic \$5,

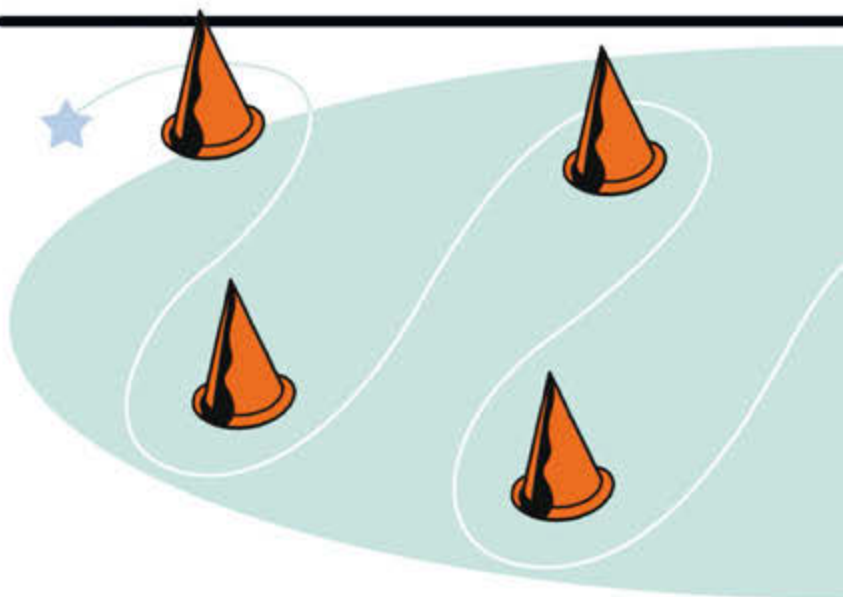
no-BS, Planet Bike aluminum PB cage; it's secure, but a bottle easily slides in and out of it.

► **Think about what's coming up.** If there's a descent, sharp turn, or climb in your immediate path, wait to refuel. Also, if you're in a pack, common courtesy is to float to the back to do your business.

► **Get a grip.** When you're ready, move your steering hand from the hood to the flat part of the bar, next to the stem, where you'll have maximum stability.

► **Drink steadily.** Take quick swigs about every 20 minutes, instead of waiting so long in between that you have to take a minute-long chug to quench your thirst.

► **Use your body.** You don't need to ride no-handed to crush a gel, but it does look cool. Use this drill to practice steering with your core instead of your hands.—AC Shilton



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Illustration by **KYLE T. WEBSTER**

NO-HANDS DRILL

Set up six cones, spaced about six feet apart. (Use rocks or halved tennis balls if you don't have cones.) Weave around the cones on your bike with your hands on the bar, but focus on driving through the turns with your core muscles and hips—it feels a bit like skiing, says Gass. Gradually reduce your reliance on your hands. Practice for five to 10 minutes once a week. You should be able to rely on your core to steer after a matter of weeks. Your goal? Get to the point of navigating the chicane hands-free.

ASK AN EXPERT



Q/A What's the best way to recover if I rub wheels with another rider in a paceline? First off,

stay calm—most accidents happen because riders panic once contact is made, says Brian Walton, an Olympic track cyclist. Your first instinct may be to quickly pull the bike away from the rub. But sudden movements like jerking your front wheel left or right, stomping on your pedals, or grabbing your brakes can lead to a chain reaction when riding in a group, possibly causing others to crash as well. Leaning into the contact is also a no-no. Instead, says Walton, keep your body loose to absorb some of the impact. Then just take it easy, stop pedaling for a moment or two, and calmly let the rider you're bumping against drift away from you.



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KNOW HOW

Helpful Advice From All Kinds of Riders



THE ONE THING THAT CHANGED IT ALL

→ A RAINY DAY

One Thanksgiving, my butt was starting to hurt from sitting so much. So the following day I bought a bike. The first thing I did was start riding to my friend's house, about 12 miles away. I made it 2 or 3 miles. I started that ride on three occasions, and one day I made it all the way. While I was there it started raining. My friend couldn't give me a ride home, so I rode back. But I didn't feel fatigued; I felt empowered. I was no longer constrained to riding around the block. I felt like I had a new city—when you ride, you experience a place in a different way.

MICHAEL "COOLASSMIKE" BOWERS, 43 /
NETWORK ENGINEER / LOS ANGELES



◀ This coffee break is BYOB—bring your own beans.



KNOW HOW

Your Coffee Stop Will Never Be the Same

Every Wednesday morning in Los Angeles, roughly two dozen riders make their way to Sunnynook River Park to enjoy a DIY cup of joe. “Stopping to brew coffee, tea, or whatever you’re into makes a ride more fun,” says Errin Vasquez, who started organizing these gatherings last August. Vasquez, who has bikepacked parts of the Great Divide Mountain Bike Route, formed the LA River Camp Coffee Connoisseurs to shake up his 12-mile commute. Similar rides now take place in Ann Arbor, Tucson, and Minneapolis. Here are Vasquez’s best tips for trailside brewing.—STEPHEN KRCMAR

► Start fresh.

You want beans that were recently roasted (ideally, within the last few days). “You can get freshly roasted beans at any local coffee shop,” says Vasquez. Look for the roasting date on the bag. Grind immediately before making your cup.

► Drink it black.

If you enjoy cream and sugar, but don’t want to carry them, try different beans at home to see which one you find easiest to drink straight up.

► Lose the deuce.

Hit the restroom beforehand or

make sure there are facilities nearby—caffeine stimulates the bowels.

► Gear up.

Vasquez recommends the AeroPress travel coffee maker and the Porlex grinder (remove the handle to fit it inside the press). On a budget? A plastic V60 coffee dripper is about \$5. To heat the water, use a camping or backpacking stove, such as a Jetboil.

► **Start brewing.** If you’re using an AeroPress, just boil water, put ground beans in the press, add hot

water, steep, then add more water, and plunge. Making a pour-over? Add ground beans, then pour in water.

► **Carry in, carry out.** Bring a plastic bag for coffee grounds so you can reserve them for composting or to dump into the trash.

► It’s not really about the coffee.

“An okay cup on the river with friends is better than a great cup at work,” says Vasquez.

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This Rocket Scientist Can Save Your Frame

REPAIRING A CARBON-FIBER BIKE might not be rocket science, but if it were, Shawn Small could handle it. The 31-year-old founder of Ruckus Composites in Portland, Oregon, has been working with carbon for more than a decade, since he started building rockets as a mechanical engineering major at the University of Wisconsin. But he's perhaps best known as the first person to shoot a hot dog into space—one of the many wacky projects he takes on between resuscitating flatlined frames. ("One guy asked us to make a prosthetic for his dog," Small says.) And though Small can salvage just about any part of a bike—Ruckus is the only company that replaces dropouts on carbon frames—you can reduce your odds of needing his services with some simple at-home maintenance: "If your bike's paint is chipping, you can protect the carbon underneath with nail polish," he says. "Use lots of thin coats. If you try to glob it on, you risk it running or not drying correctly." —CAITLIN GIDDINGS

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How to Make Spandex Look Good

IN THE FASHION WORLD, Lela Rose is known for creating tailored dresses for the likes of Michelle Obama and Kate Middleton. The Manhattan-based, 40-something designer is also on the board at advocacy organization Transportation Alternatives and rides her bike to work year round—even in the snow. (“But not when it’s pouring rain!” she says.) Rose recently collaborated with cycling-apparel company Velocio on a limited-edition women’s kit, the Zinnia Collection. Here’s her advice for designing your own custom kit.—**LEAH FLICKINGER**



► **Let’s be realistic.** It is spandex and there is butt padding, so pick colors that are flattering, like black. There’s a reason there aren’t a lot of white cycling clothes! But do something that also makes it interesting.

► **Write out all your ideas** and then pare down. Too many bells and whistles can kill a design.

► **Don’t let the rainbow take over.** Make sure you have a base color. On the Velocio kit it’s citrine, which is iconic in Lela Rose designs.

► **Look to what’s worked** in the past and how you can add to it. The seaming on this design is very slimming. We do this in dresses as well.

► **We developed the print** for this kit from a watercolor we made. It mixes feminine with performance.

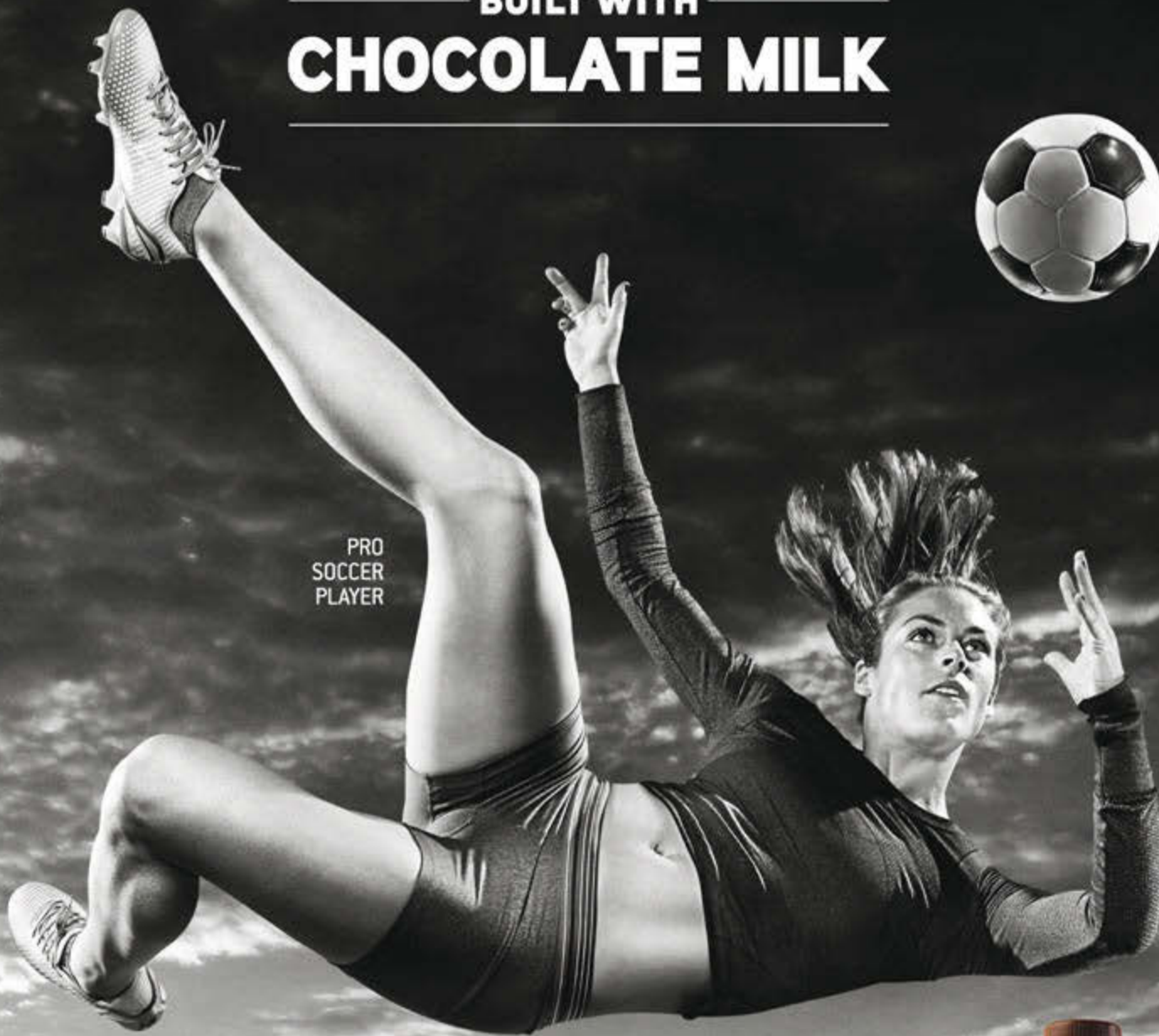


Left: Rose rides a paracord-wrapped Bowery Lane Breukelen. Right: Velocio Zinnia kit, \$349; vest [not shown], \$189

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C is for cookie coma—
and that's Gaimon's
happy place.

KNOW HOW

Secrets of a Cookie Connoisseur

Phil Gaimon, a rider for Optum Pro Cycling, loves chocolate-chip cookies so much that sponsor Diamondback gave his bike a cookie-themed paint job. Here are his criteria for deciding if a treat is worth consuming.

BY ELSPETH HUYETT

► **Freshness** Most places bake in the morning, so if you get there at 9 a.m. you might be buying yesterday's cookie. But at 2 p.m. they might be fresh. Get to know a place, and ask what time of day they do their baking.

► **Chocolate-to-dough ratio** Obviously, it needs to be high.

► **Warmth** If the cookie is sitting in the display

case wrapped in plastic or under a little glass tray all day, it's not going to be warm. If it comes off a baker's rack in the back you know it's going to be good. You want to be able to bend the cookie and see the gooey meltedness when you pull it apart.

► **Size** One cookie should fill you up. I always say it should be the size of a

steering wheel or a man-hole cover. And the most important part—don't share it. The biggest one I've had was on top of Mount Lemmon in Tucson at the Cookie Cabin. It was more like a pancake.

► **Bonus tip** A good cookie demands milk. Beware the creepy store at the mall that has only cookies and a soda fountain.

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Why You Need a Bucket List



Majorca, Spain



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The Stelvio, Italy



It's mostly in our private moments, and with our close friends, that we talk about our dreams. The places we want to ride, the things we long to see.

We write them down. Tuck them away. And if we're lucky, check them off.

Our collective bucket lists, they save us from the monotony of everyday life.

It's when I'm riding the same lonely loop at home that I envision Western Tasmania, one of the world's wildest places, where gravel roads wind through tropical mountains.

Whenever the glare of the computer screen begins to blur my vision, I think about Downieville, where the singletrack rises high into California's piney Sierras.

And it's between diaper changes and harried meals and never-ending household chores that I promise myself: One day, my wife and I will ride in the salty air of Croatia's Dalmatian Coast, where emerald waters encircle sun-splashed islands.—IAN DILLE

FIND MORE BUCKET LIST RIDES!

The Cyclist's Bucket List (Rodale, July 2015) covers 75 must-see riding destinations.

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Andrew Talansky, Paris-Nice
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"Riding just makes
people happy!" says
Deadwyler, 38.

HISTORY CLASS JUST GOT WAY MORE FUN

Historic preservationist Nedra Deadwyler founded the tour company Civil Bikes to tell the story of the African-American experience in Atlanta. Here's how she believes bikes build connections between communities. BY TRACY ROSS

First of all...Nedra. Coolest name ever.

My mom found it in a *Good Housekeeping* story, and her friend also liked it. I've since learned it's a name found on the African continent, with Arabic and Jewish roots.

What is Civil Bikes?

It's a tour company that leads rides to sites around Atlanta that tell the city's history in a way that highlights the black experience and includes Civil Rights, which was huge in terms of blacks gaining full citizenship in the United States. There were some brilliant individuals, including women, men, and youth, who helped to not only build and create Atlanta but also to define the black community.

Where do you meet?

We start tours in the Old 4th Ward, Historic Sweet Auburn, at a cycling commuter apparel shop called The Spindle. It's owned by two brothers who are rocking it in supporting and growing the bike community in Atlanta. We then ride through the Sweet Auburn District, the "richest Negro street" according to *Fortune* magazine in 1956. We also hit places like the Georgia State Capitol, which students marched on in 1960 to oppose Jim Crow laws. Atlanta has many places with such significance. But history is living,

and we're all creating it. With Civil Bikes, I hope to tell not just the African-American history of Atlanta, but also how blacks, whites, and other communities struggled to define themselves together.

We hear Atlanta can be a tough place to be a cyclist.

Atlanta is so car-centric. And to many people, cycling is considered an elitist sport. But people are working to change things on both of these fronts. Those in government see the benefits that becoming bike-friendly adds to a city, and are exploring ways to build trails. Cycling groups are working to change the elitist perception and grow the community. Sopo, a bike co-op, helps homeless individuals learn to build, repair, and earn bikes through their labor. Red, Bike & Green Atlanta and the Metro Atlanta Cycling Club connect specifically with the black community. Black Girls Do Bike engages young women and demystifies cycling. And one of my main goals is to continue focusing on communities that are outside of the biking mainstream: poor, immigrant/refugee, people of color, elders, and so on.

And yourself?

I like to challenge the supposed norm of cycling by being me: a woman, a black person, a Southerner.

How does cycling to historic places—versus driving—enhance the experience?

In a car you're in a cage, but on a bike you're making a journey. When you get to a significant place, you have the feeling of traveling through time to get there. Then you can breathe in the place, feel it, experience the energy.

What's your favorite local historic site?

I love one mural on the outside of the Martin Luther King Jr. Natatorium. It's brightly colored, consists of 25 5-foot-by-10-foot panels, and depicts key moments in Dr. King's life from the 1920s through the late '60s. It goes beyond Atlanta and Montgomery, Alabama,

to Washington, DC, and covers a variety of events, people, and ideologies. You have government officials, musicians. It's a great conversation piece.

Are there any civil rights advocates you admire who traveled primarily by bike?

Dr. George Alexander Towns Sr. was a professor at Atlanta University. He rode his bike from the West End to the Auburn Avenue District instead of riding the segregated streetcar. He didn't want the humiliation that came with the experience, which at times included physical assault, verbal abuse, or having to stand because the black section of the streetcar was full, even if the white section was empty. There was a color line and people could not cross it.

Does cycling itself bridge communities?

Yes, but only if cyclists use their bikes as a tool. Today, with social media, it's easy to live in an invisible world. I think people have become afraid to talk to one another face to face, and that needs to change. Bikes help with that because they put you out into the world in real time. Plus, you ride a bike and you're happy. You can use that energy to make a connection with someone you normally wouldn't interact with.

“
IN A CAR
YOU'RE IN A
CAGE, BUT ON
A BIKE YOU'RE
MAKING A
JOURNEY.”



Tofu That Doesn't Suck (Seriously!)

REGISTERED DIETITIAN MATT RUSCIGNO, 36, is a vegan, the coauthor of *No Meat Athlete*, and an ultraendurance cyclist whose exploits include the legendary Furnace Creek 508-mile cycling race—as a solo rider—and multiple iron-distance triathlons. Ruscigno eats tofu several times a week because it's inexpensive, packed with muscle-building protein, and versatile. But he admits, “Bad tofu dishes exist. You have to experiment and find ones that you like.” To make tofu taste great, Ruscigno relies on a secret trick: He freezes it. “Buy it extra firm, freeze it, and return it to the refrigerator after it's frozen,” he says. When you're ready to use the tofu, it will be even more firm. Press out the water before cooking. Ruscigno explains that this process ensures the tofu won't get mushy—haters typically point to texture as their number-one turnoff—and also helps it look great on the plate.—**STEPHEN KRCMAR**

TRY IT LIKE THIS



Cut tofu into 1-inch cubes. Warm canola oil in a cast-iron or nonstick pan on medium-high heat. Add tofu. Cook until brown, flipping it regularly to ensure it doesn't stick. In a separate pan, sauté onions and chopped garlic until onions are soft and garlic is fragrant (about 3 minutes). Add them to the cooked tofu and season with soy sauce and sriracha. “If you really wanna whoop it up, throw in some broccoli and peanut sauce,” Ruscigno says. Serve on your carb of choice or a salad.



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Nutter, 50, takes a break along Philadelphia's Schuylkill River Trail.

How to Get \$h!t Done

LISA NUTTER, the First Lady of Philadelphia, pushes for parity in every aspect of cycling. After taking up track racing in 2013, the Fuji-sponsored rider fought for equal prize money for female pros at the Philadelphia International Cycling Classic. As a member of Philly's Bicycle Advocacy Board, she works to make riding accessible to more women, people of color, and low-income city residents. Here's how she does it.—**MATTHEW BEVILACQUA**

► Ask why

Initially, the discussion is about trying to understand an issue.

Why does it seem as though certain populations have more access to the sport and get more use out of the trails and infrastructure?

► Listen!

The language used to describe bike infrastructure is becoming a barrier to talking about what people really desire. People aren't saying, "We want bike lanes." They're saying, "We want safe ways to get here and there." We have to listen to the way people talk about cycling

and engage them where they are, not where we want them to be.

► Think like an outsider

When we were rebooting the Philadelphia International Cycling Classic, the women's prize check had fewer zeroes than the men's. I asked, "Why is that?" I kept asking questions until I got an answer. We were the first major race to have equal prize money. It's good to have people at the table who don't know anything about an industry. Because I didn't know the rules, I was able to say, "That rule's stupid."

FIND MORE INSPIRATION FROM NUTTER AT BICYCLING.COM/LISANUTTER.



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2015



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Ten Band a Pearl Jam Tribute & Fireworks (Sat, AUG. 8)

ADMISSION

Adults: \$10 / Kids: 12 & under FREE! Packages & VIP Admission Available



To register or for event information, visit: **RACEWINDHAM.COM**



Recommended

A recurring unequivocal, indefensible endorsement of things that make us happy BY BRAD FORD



1 C. O. Bigelow Premium Shave Cream

This unconventional shave cream feels weird at first—it's creamy, not foamy—but it turns a mundane ritual into something sublime. It works into a thick lather that gets slicker as you go, which makes for a superclose shave. Menthol, camphor, and eucalyptus-leaf oil leave my legs feeling light, cool, and invigorated. \$5 for 1.7 ounces

2 A Vintage Steel Bike

I found this mid-'80s Faggin frame on eBay for \$140, and built it up with a mix of old and new components for around \$400. To find inexpensive old parts—like 1-inch threaded headsets or Italian and French threaded bottom brackets—look for a shop that's been around for decades. Bonus: People notice this bike more than a fancy carbon one.

3 Elite Ciussi Inox Bottle Cage

There have been many styles, materials, and

designs for bottle cages over the years—could we be overthinking this? The Ciussi Inox is all I need. It's classic, simple, light, and comes in one color: stainless steel. \$35

4 Veloflex Arenberg 25mm Tubular Tires

These are the nicest feeling tubulars I've ridden. They're reasonably light, roll smoothly at relatively low pressures, and are durable enough to survive a season of riding gravel and dirt roads in eastern Pennsylvania. Also, the precise positioning of the tread and base tape makes for easy alignment when gluing tire to rim. \$179

5 My Mom's Oatmeal Raspberry Bars

Packed with butter and sugar, these are my favorite food for long rides. I'll make a painful and wrap them in butcher's paper to share with friends.

FIND BRAD'S RASPBERRY BAR RECIPE AT BICYCLING.COM/RAZZBARS.

CHOSEN BY Engagement editor BRAD FORD. If you're looking for an obscure bike part (or piece of farm equipment), the former bike racer—road, XC, downhill, cyclocross, and track—probably has it in his barn.



ENDURANCE ATHLETES USE CONTROVERSIAL METHOD TO BOOST PERFORMANCE IS IT LEGAL?

Ask endurance athletes about the three most controversial letters in sport and they will tell you: EPO. However, thanks to recent advances in sports nutrition, the discord surrounding EPO is now over. A company has produced a legal solution to the EPO problem.

EPO stands for Erythropoietin, a hormone that gives blood a greater capacity for carrying oxygen. Doctors first used EPO to counter red blood cell loss that resulted from chemotherapy treatment in cancer patients.

When synthetic EPO became available several decades ago, endurance athletes, especially cyclists, started using EPO to gain an advantage during training and races. The reason was simple: with more oxygen being delivered to muscles, performance and endurance improved dramatically.

In the mid-1980s, almost all of the governing bodies in sports banned EPO. Unfortunately, endurance athletes in several

sports worked to get around these restrictions by using other blood doping techniques to mask EPO use.

The use of synthetic EPO has been extremely controversial. Several star endurance athletes have admitted using synthetic EPO and have faced severe consequences. The subject of EPO use has also gained significant media attention in the last 10 years.

Fortunately, there's a new legal way for cyclists and other endurance athletes to benefit from boosting EPO production. A company called Biomedical Research Laboratories has developed a natural EPO stimulator specifically for athletes seeking to gain an edge.

The product is called EPO-BOOST®. Taken daily, the ingredients in EPO-BOOST® help the body naturally boost circulating EPO levels. With a boost in EPO levels, more oxygen can reach working muscles resulting in dramatic improvements in athletic performance.

The science behind EPO-BOOST® is equally compelling. Dr. M.T. Whitehead from the Department of Health and Human Performance at Northwestern State University conducted a 28-day double-blind placebo-controlled clinical trial to test the effectiveness of the key ingredient EPO-BOOST®.

The research showed that the active ingredient in EPO-BOOST® increased EPO production by over 90% compared to the group taking the placebo.¹ The supplement group showed significant improvements in athletic performance as measured by VO2max and running economy.

EPO-BOOST® is not a miracle pill and it won't make you a world champion overnight. In fact, most users will see that it takes 3-4 weeks to obtain the full performance benefits of EPO-BOOST®. Athletes who use EPO-BOOST® are sharing their results.

Joe Barr, who finished second in his category in the 2014 Race Across America (RAAM), used EPO-BOOST in his preparation for the race. Joe stated, "Since using EPO-BOOST I have finished top 5 in every World Ultra Marathon race I've entered. I've increased my VO2max and my hematocrit levels have increased from 43 to 47. In short, EPO-BOOST is the best supplement on the planet today."

Joey Mesa, a 2013 USA Cycling Masters Champion, stated, "I started using EPO-BOOST this racing season and can really tell a difference. I'm feeling consistently great in all my races and the ability to keep going hard attack after attack is awesome! I've been racing bikes for over 30 years and tried lots of nutritional products, EPO-BOOST just plain works!"

So EPO-BOOST® provides a total solution for athletes in all sports looking for improved energy, endurance, and recovery. EPO-BOOST® is legal for competition. All ingredients in EPO-BOOST® are in compliance with WADA, UCI, IOC, and NCAA rules. Each batch of EPO-BOOST® is certified to be free of banned substances by the Banned Substances Control Group (BSCG) in Los Angeles.

Biomedical Research Laboratories offers a strong guarantee to back the product. Athletes can use EPO-BOOST® for a full 90 days. If the athlete is not fully satisfied in those 90 days, the athlete receives a prompt refund.

A company spokesman confirmed a special offer. If you order this month, you'll receive Free Enrollment into the company's "Elite Athlete Club" where you'll qualify to receive a full 25% discount on all bottles of EPO-BOOST®. And so you always have EPO-BOOST® in your system to increase your endurance, you'll automatically receive a fresh bottle every 30 days. There are no minimum amounts of bottles to buy and you can cancel at any time. You can order EPO-BOOST® today at www.EPOBOOST.com or by calling 1-800-780-4331.

¹ Whitehead et al. Int J Sport Nutr Exerc Metab, 17 (2007): 378-9.



KNOW HOW

One Smart Reason to Weigh Down Your Bike

WHEN ELEMENTARY SCHOOL TEACHER Mathew Portell discovered that one of his students didn't have anything to read at home, he began asking fellow cyclists to donate books. Seven years later, his Nashville-based nonprofit, Ride for Reading, has distributed more than 250,000 books—by bike—in 16 states. Here Portell shares tips on handling a loaded bike, the secret to getting more people cycling, and what it's like to finish a ride in front of crowds of screaming fans.—MOLLY HURFORD

◀ Portell promotes “literacy, healthy living, and how awesome bikes are.”

► Bikes and books are similar because they take you places you never thought you could go.

► In low-income neighborhoods, the ratio of age-appropriate books to children is one book for every 300 kids. That number has burned itself into my brain.

► Trek donated a Transport cargo bike a few years ago. It has a 100-pound capacity, so it fits a couple of hundred books. But we've had everything from unicycles to BMX bikes to mountain bikes to commuter bikes. We ride them to the school and then explain how each one is used.

► The guy on the unicycle was legit—he had a backpack of books on for five miles.

► We obey all rules of the road and ride single file or double file when appropriate. We often team

experienced riders with less experienced ones. Like most cyclists, we encounter angry motorists. We usually give a smile or a friendly wave.

► Balance is key! Have your outside pedal down and your inside pedal up when cornering. And evenly distribute the weight you're transporting: If one pannier is significantly heavier, it can make for a more unstable ride.

► You pull up to the school and there are 500 students cheering for you. A senator in El Paso, Texas, said that he always wanted to be a rock star, and doing a Ride for Reading delivery, he got to feel like one.

► It's cool how many noncyclists volunteer to ride with the books, and then become cyclists. I see them in bike shops, commuting, racing. It's been an awesome transformation.

START 'EM YOUNG! SEVEN CYCLING BOOKS FOR KIDS: BICYCLING.COM/KIDSBK.



S-WORKS VENGE

It took more than four years to create the S-Works Venge, and the result is the fastest bike we've ever made. Getting here took dedicating ourselves to redefining the shape, structure, and theory of speed, which led us to building our own Win Tunnel during its development. We exhausted engineers and aerodynamicists as we tested hundreds of prototypes. The payoff, however, is that every element of the bike is painstakingly constructed to be faster. The zero-drag brakes, the Aero-fly ViAS cockpit, and the Rider-First Engineered™ frameset—they all work in harmony to ensure that the Venge is not only the fastest road bike in the world, but also the best handling, best feeling bike on the road.





120 SECONDS OVER 40KM



ROVAL CLX 64 & S-WORKS TURBO TIRE

Imagined and developed in conjunction with the S-Works Venge ViAS, the Roval CLX 64 wheels were built around the world's fastest tire, the S-Works Turbo, to maximize speed. Our engineers created an extra-wide 21mm internal rim width and a seamless profile that optimizes aerodynamics and minimizes rolling resistance to deliver the fastest wheel/tire combination ever.





35 SECONDS OVER 40KM



S-WORKS EVADE

The S-Works Evade helmet takes its origin from the S-Works McLaren TT helmet. Revisited and vented, it delivers all-day comfort in any condition. Especially when that condition calls for full-gas, flat-out speed.





46 SECONDS OVER 40KM



S-WORKS EVADE GC SKINSUIT

The benefit of having our own Win Tunnel is that we can test just about anything we want. In this case, we wanted to test ourselves to see if we could make the fastest suit in racing. And by matching our spirit of innovation with an intolerance for slow clothing, we created the S-Works Evade GC Skinsuit. With a patent-pending, seamless shoulder design, drag-reducing fabrics, and available in eleven sizes, it's as fast as it is beautiful.



96 SECONDS OVER 40KM



S-WORKS 6

Perhaps the most important connection between rider and machine, the possibility of speed can be won or lost at the foot. That's why the S-Works 6 has been developed to redefine fit. Rooted in Body Geometry, the mid-foot features lightweight, stretch-resistant Dyneema® Cubic Tech™—a material used in spacecraft parachutes. We've also introduced a new heel cup that holds the foot securely over the one-piece carbon plate. This means that every watt you put into a pedal stroke works to get you up to speed faster.





35 SECONDS OVER 40KM

The upside of never being satisfied is that we're constantly imagining what might be next. We built our own Win Tunnel in 2013 because we believed that for cycling, the science of speed hadn't begun to be understood. We were sure that it would help us create a system of products that make you faster.

To learn everything about the innovation and advancements in speed, go to:
specialized.com/5minutes

Go on, you now have an extra five minutes to spare.



THIS IS ~~NOT~~ YOUR AVERAGE TOUR DE FRANCE FAN'S GUIDE

FORGET THOSE OVERWROUGHT CONTENDER RANKINGS AND FUSSY STAGE-BY-STAGE ANALYSES. FOLLOWING THE WORLD'S GREATEST RACE SHOULDN'T FEEL LIKE SCHOOL, RIGHT? INSTEAD WE GIVE YOU: PRO-LEVEL BIKES THAT DON'T COST MORE THAN YOUR CAR! YOUR PELOTON DOPPELGÄNGER! FANS WHO ARE AS BONKERS AS YOU ARE! GENIUS RIDING HACKS FROM THE PACK! AND TONS MORE!

PLUS: TAKE OUR 21-DAY #TRAINHETOUR CHALLENGE!



If Your Favorite Team Were a Movie...

Here's what would be playing in bike racing's greatest theater
BY WHIT YOST

Jurassic Park // With last year's runner-up and sixth-place finisher in Jean-Christophe Peraud and Romain Bardet, French team **AG2R-La Mondiale** has some serious fangs. Too bad their brown bib shorts make them look more like cavemen than T. rexes.

Animal House // Despite winning last year's Tour de France, Vincenzo Nibali's **Astana** squad was put on double-secret probation after five of its riders tested positive last season.

Raiders of the Lost Ark // For **Cannondale-Garmin** general manager Jonathan Vaughters, winning the Tour de France would be like finding the Holy Grail. With the whip-smart and tough-as-nails Andrew Talansky, he has a rider who can help him do it.

The Avengers // The Belgian **Etixx Quick-Step** squad offers a who's who of comic-book rock stars. They don't win every battle, but they somehow manage to make each Tour a success.

The Goonies // Every year, led by its fearless leader Thomas "The Tongue" Voeckler, **Team Europcar** embarks on a quest to save its sponsor. If the team manages to win a stage or two and place a rider like Pierre Rolland in the top 10 overall, they'll all be doing the truffle shuffle in Paris.

The Fast and the Furious // If you're a fan of pure speed, look no further than **Giant-Alpecin**, a squad led by Germans John Degenkolb and Marcel Kittel, two of the sport's toughest and fastest sprinters.

Zoolander // The colorful Italian **Lampre-Merida** squad hasn't won a stage at the Tour since 2010, but that doesn't stop the team from coming back each year with hi-vi jerseys, funky helmets, and Fu Manchu goatees. They might not win, but they at least look, um, interesting while trying.

Jaws // Of all the riders entering the 2015 Tour de France, perhaps none is more feared than Nairo Quintana. Supported by his formidable **Movistar** teammates (including perennial predator Alejandro Valverde), the explosive Colombian climber with a terrifying uphill acceleration will have other teams wishing they had brought "a bigger boat."

Bill and Ted's Excellent Adventure // With

lilting accents and a passion for rock and roll, **ORICA-GreenEDGE** is an affable bunch of hard-riding Aussies who make each year's Tour de France look like a blast. For proof, check out their postrace videos on YouTube.

Men in Black // Gadgets, black suits, and a desire to make us all forget about the doping skeletons in their closet—everything about **Team Sky** is focused on galactic domination.

The Empire Strikes Back // Is the Force strong enough to help Alberto "Skywalker" Contador and Peter "Solo" Sagan overcome the firing of popular **Tinkoff-Saxo** director Bjarne "Obi-Wan" Riis? If it isn't, Oleg "Vader" Tinkov might banish these two stars to the farthest reaches of the universe.

wahoo
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wahoofitness.com/BC



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EXPERIENCE BY CONNECTING
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APPS AND MANY MORE.



TAKE OUR 21-DAY CHALLENGE!

Let the Tour de France motivate you to aim for greatness: Join our #TrainTheTour Challenge!

Ride each day the pros race, following workouts inspired by every stage. It'll be a blast—and by the time teams are clinking champagne flutes in Paris, you'll be fitter and faster than ever.—*Selene Yeager*

WHAT YOU NEED TO KNOW

Each day, do a 15-minute warm-up and cool-down, and/or build the workouts into regular rides. It wouldn't be a Tour de France challenge without altitude gain, but if you don't have mountains at your disposal, follow the Flatlander's Climbing Drill in Stage 14.

TRAINING ZONE PERCEIVED EXERTION

Zone 1	1–2 (super easy)
Zone 2	3–4
Zone 3	5–6 (moderate)
Zone 4	7–8
Zone 5	9–10 (all out)

Saturday, July 4th

STAGE 1 » UTRECHT 13.8 KM INDIVIDUAL TIME TRIAL

Map out an 8- to 12-mile route with minimal traffic and stops. (Add mileage for warm-up and cool-down.) Keep pace/effort high and steady. Zone 4.

Sunday, July 5th

STAGE 2 » UTRECHT TO ZÉLANDE 166 KM

This coastal stage will be flat, fast, and windy. Go out with your local group today and practice sitting in, pacelining, and sprinting for town signs as the spirit moves you. Zones 2 to 5. | CONTINUED ON P. 78

Which Rider Are You?

Never mind what the experts say. This year, pick your Tour de France favorite by ID'ing your pro-peloton doppelgänger. BY JOE LINDSEY



**Zero.7**

UNRELENTING EVOLUTION

799 GRAMS OF PURE TECHNOLOGY

It's not enough to create an ultra-light frame. At Wilier Triestina, we believe that ride quality and handling are the most important aspects of a bike. The Zero.7 was already renowned for its smooth and comfortable ride, winning a 2014 Bicycling Editors' Choice Award in the Superbike category. We sought to improve what was already one of the best bikes ever made. Visit www.wilier-usa.com/zero7 to find out how we did it.

Wilier TRIESTINA

Rossano Veneto, Italy. Founded in 1906.

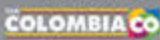
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Monday, July 6th

STAGE 3 » ANVERS TO HUY 159.5 KM

Today the pros will finish at the top of the famous Mur de Huy, a 1 km wall that averages 10 percent. Head for a hill that takes 3 to 4 minutes to ascend. Start with some speed in Zone 3, shifting into an easier gear as you start the climb. Stay seated for 2 minutes, pedaling steady and hard (Zone 4). For the last minute or so, alternate sitting and standing, picking up speed and hitting Zone 5 up and over the crest.

Tuesday, July 7th

STAGE 4 » SERAING TO CAMBRAI 223.5 KM

Today is not only the longest stage, but it also features 13 km of cobbles. Head out for as long as your schedule allows and seek a route with unpaved roads or paths. Hit the dirt in a big gear, pedaling a strong, steady cadence in Zone 3. Stay loose when it gets rough and let the bike flow.

Wednesday, July 8th

STAGE 5 » ARRAS COMMUNAUTÉ URBAINE TO AMIENS MÉTROPOLE 189.5 KM

Okay, now you can sit in—unless you're a sprinter! Long, flat, and fast today. Knackered? Sit in with your regular group and cruise in Zone 2. Or if you're feeling frisky, mix it up at the front of the pack for some town-line sprints.

Thursday, July 9th

STAGE 6 » ABBEVILLE TO LE HAVRE 191.5 KM

Today's coast-hugging stage will be flat, fast, and again, windy. Mimic the efforts of the pros by cruising along for 20 to 30 minutes at tempo (Zone 3) today.

Friday, July 10th

STAGE 7 » LIVAROT TO FOUGÈRES 190.5 KM

It's the final day on the flats as the Tour enters Brittany. Blow out the pipes with a Zone 2 cruise peppered with Zone 5 sprints. If you're solo, toss in

some Tabatas (8 x 20 seconds full-on/10 seconds easy) as if the green jersey depended on it.

Saturday, July 11th

STAGE 8 » RENNES TO MÔR-DE-BRETAGNE 181.5 KM

Today wraps on the Wall of Brittany, which is just

YOU



Nibali: Bryn Lennon; Courtesy

SHIMANO



MADE FOR EACH OTHER



THE ONLY SHOE AND PEDAL SYSTEM
ENGINEERED TOGETHER FOR MAXIMUM
EFFICIENCY AND COMFORT

Featured SH-R321 & PD-9000

Sunday, July 12th

**STAGE 9 » VANNES TO PLUMELEC
28 KM TEAM TIME TRIAL**

Today's TTT finishes atop Plumelec Côte de Cadoudal, a 1.7 km climb that hits 7 percent. Head out with a group, trade steady pulls to keep a single rotating paceline together, and toss in a short, steep incline. Zone 3 to 4.

**Monday, July 13th
REST DAY**

Tuesday, July 14th

**STAGE 10 » TARBES TO
LA PIERRE-SAINT-MARTIN 167 KM**

Today's stage rolls until the first punch of the Pyrenees on La Pierre-Saint-Martin, a 15 km climb averaging 7.4 percent. Do a sustained climbing effort of 15 to 30 minutes in Zone 3 to 4. If you don't have a long one, stack a few shorter climbs, aiming for the same total time/intensity.

Wednesday, July 15th

**STAGE 11 » PAU TO CAUTERETS -
VALLÉE DE SAINT-SAVIN 188 KM**

Today is an epic climbing day. Plan your route around one or two significant ascents and practice surging and recovering. Climb just below lactate threshold (where your legs burn) for 1 minute. Then surge for 15 to 30 seconds above LT. Ease back for a minute. Repeat all the way to the top of each hill. Zone 3 to 4.

Thursday, July 16th

**STAGE 12 » LANNEMEZAN
TO PLATEAU DE BEILLE 195 KM**

It's day three in the mountains for the pros. Head out to those hills again, and work on finishing strong. Stay seated when you're climbing, and keep your cadence at 75 rpm until you're about 500 yards from the top. Then accelerate without standing (use your gears) until you're 10 seconds past the summit. Zone 3 to 4.

Friday, July 17th

**STAGE 13 » MURET TO
RODEZ 198.5 KM**

Today is a long, rolling,



Mankini Optional

There's an archetype for everyone in the roadside party of passionate, painted, and plastered revelers. Which is most like you? BY WHIT YOST

Masqueraders ➔

Tour de France fandom is populated largely by a cast of costumed characters that includes but is not limited to angels, cave people, unicorns, bananas, superheroes, Smurfs, a virtual ark of animal species, and of course, the infamous Devil himself. As a Masquerader you are restricted only by your creativity and your budget.

Runners ➔

Usually found in the mountains, Runners try to match riders' stride for pedal stroke, shouting encouragement as long as their legs and lungs will allow. You'll need a good pair of sneakers and a thick

skin—riders and fans are often not amused by your antics.

Streakers ➔

A disturbing yet high-profile subspecies of Runners, Streakers like to let it all hang out. If this is you, leave your modesty at home and bring lots of sunscreen. And if going "full monty" is too much, consider picking up your own hi-vis Borat mankini.

Flashers ➔

Like Streakers, Flashers are at home at the Tour de France where three weeks of open roadsides (and cameras) prove irresistible to fans with exhibitionist tendencies. Wear something easy to open;

you don't want a wardrobe malfunction to get in the way of your 3 seconds of fame.

Scribblers ➔

In the Tour's earliest days, mountain passes were unpaved. Asphalt made riders' lives easier and gave fans a blank slate for scrawling encouragement. Bring plenty of chalk and get there early enough to have the time and space you need to display your message.

Body Writers ➔

A subspecies of Flashers and Scribblers, Body Writers use their skin as a billboard. Eat up: The more surface area you have, the more you can say.

Artists ➔ For some, the route becomes a canvas upon which to create a visual masterpiece. Examples include banners, bicycle sculptures, even performance pieces. You are free to experiment, just make sure your contribution is big enough to be caught by the heli-cam.

Nationalists ➔

From the orange-clad Dutch on Alpe d'Huez (where they have more victories than riders from any other nation) to rowdy Basque fans in the Pyrénées, there's a virtual United Nations of country pride. Bring a flag with your favorite patriotic slogan.



THE ALL-NEW MADONE

THE ULTIMATE RACE BIKE

To create the most advanced race bike in the history of cycling, you have to see the whole picture. We built the all-new Madone without compromise, so every element operates in perfect synthesis with every other. The future is now.

trekbikes.com/madone





21 (Plus!) Days of Women's Racing

The Tour isn't the only bike race happening in July. If you want to be the ultimate cycling superfan this summer, here are five women's events you should follow.

BY MADELEINE PAPE

GIRO D'ITALIA INTERNAZIONALE FEMMINILE (GIRO ROSA)

ITALY

July 3-12

Though Marianne Vos has won the *maglia rosa* leader's jersey three times, she won't be racing this year. Watch for Pauline Ferrand-Prevot, her Rabo-Liv teammate and the reigning world champion in both road and cyclocross, and local star Elisa Longo Borghini of Wiggle Honda.

WHITE SPOT DELTA ROAD RACE

DELTA, BRITISH COLUMBIA

July 12

BENE LADIES TOUR

THE NETHERLANDS

July 17-19

INTERNATIONALE THÜRINGEN RUNDFAHRT DER FRAUEN

GERMANY

July 17-23

Look for world time trial champion Lisa Brennauer of Velocio-SRAM and Emma Johansson of Orica-AIS to be in the mix.

LA COURSE BY LE TOUR DE FRANCE

PARIS

July 26

Expect strong performances from Rabo-Liv, as well as the 2014 third-place finisher, Leah Kirchmann of Optum p/b Kelly Benefits, and the best young rider, American Coryn Rivera of UnitedHealthcare. See it live on Universal Sports, NBC Sports (US), RDS (Canada).

transition day. Sit in with a group and try to position yourself so you're generating as few watts as possible. Keep your pulls at the front to a ¼-mile max. Riding solo? Stay in the small chainring, and go strong into the final stretch. Zone 1 to 2.

Saturday, July 18th

STAGE 14 » RODEZ TO MENDE 178.5 KM

Today's stage culminates with a trip up the Côte de la Croix Neuve, 3 km at more than 10 percent. Mix things up with this Flatlander's Climbing Drill: Shift into a big gear. Starting at a low cadence, gradually pick up the pace, until you're accelerating as hard as possible for 10 seconds. Pedal easy for 5 minutes. Repeat two more times.

Sunday, July 19th

STAGE 15 » MENDE TO VALENCE 183 KM

The sprinters get to play today, which means you do, too! Head out with a group and duke it out for town signs, funky mailboxes, and random roadside markers. Keep it fast and fun. Aim for five to 10 sprints. Zone 2 to 5.

Monday, July 20th

STAGE 16 » BOURG-DE-PÉAGE TO GAP 201 KM

It's the last chance for the breakaway specialists to hammer free from the pack for a shot at finish-line glory. Play along with tempo drills. Head out on a flat-to-rolling route and include three 15-minute intervals between Zone 3 and 4 with your cadence around 90 rpm.

Tuesday, July 21st

REST DAY

Wednesday, July 22nd

STAGE 17 » DIGNE-LES-BAINS TO PRA-LOUP 161 KM

And so begin four consecutive days in the Alps. Include three to five climbing intervals in your ride today. Start each at a challenging but sustainable pace (Zone 3 to 4) and hold for 5 to 15



NEEDS: FOOD, WATER, AND SHELTER
BEHIND THE BIGGEST GUY IN YOUR GROUP.

RIDE 365

We should probably add some great gear to the list, too. Like jerseys from the new P.R.O. collection with our patented Speed Sleeve construction, which are designed to help you go fast in comfort. Find your perfect fit at shop.pearlizumi.com.



You vs. the Peloton

Ever wonder if you have the stuff to pedal alongside the pros? Here's your answer.

BY WHIT YOST

Depending on conditions, you might mix 1 or 2 bottles per ride. A Tour de France soigneur might mix between 40 and 120 bottles for the team on each stage.

A pro's ability to produce more power for longer means he would complete the 14km course of the Stage 1 time trial 10 minutes faster than the average rider.

Soigneurs make lunches for everyone on the team including staff. With about 12 to 15 team personnel supporting the team's 9 riders in France, that's a lot of bread!

Last year Astana's Vincenzo Nibali won four stages and spent 19 days in the yellow jersey (and another in polka dots). That's 24 podium visits and 96 kisses (two from each hostess). In all, 420 podium kisses will be given during the 3-week race.

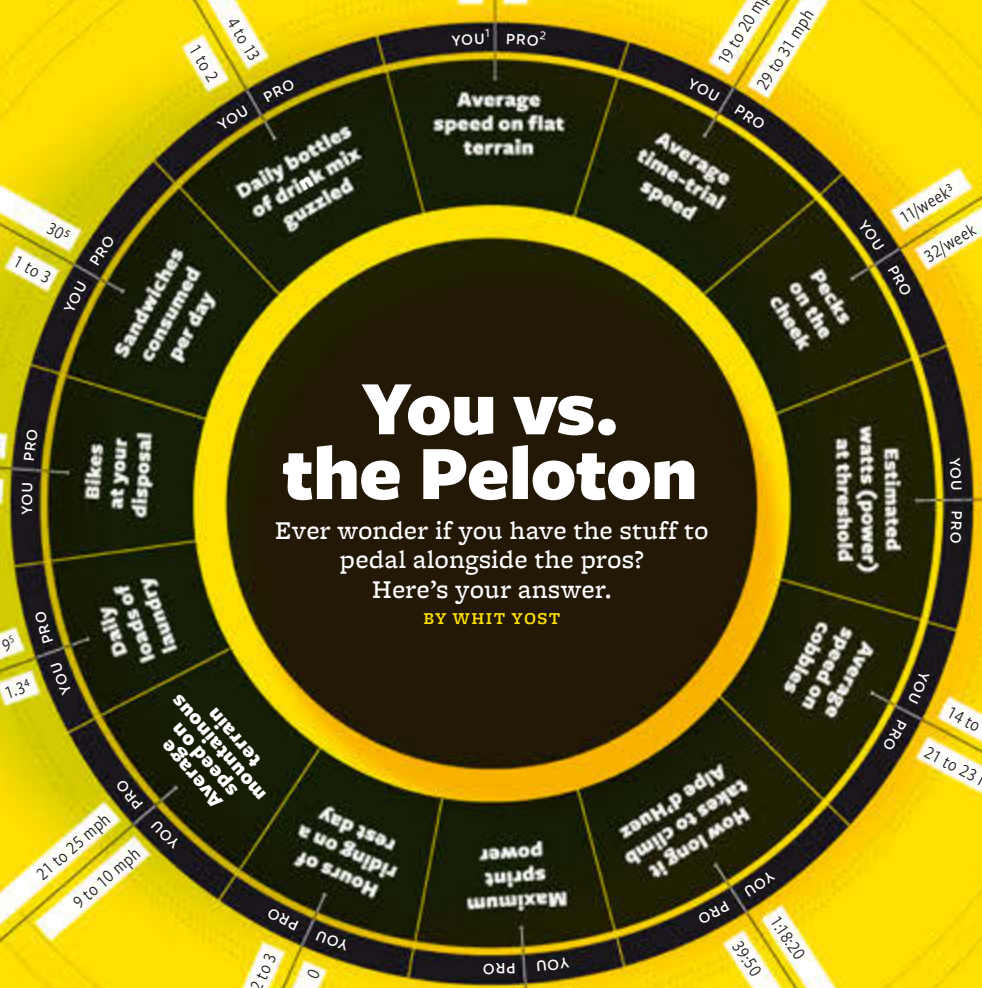
If you and 2014 Paris-Roubaix champion Niki Terpstra started Stage 4's 3.7 km Viesly à Quiévy cobbled sector together, the Etixx Quick-Step rider would gain more than 3 minutes on you by the end of it.

Whenever a team truck is parked, the washing machine is probably running.

A domestique might have a race bike and a spare, a TT bike, and a bike for the cobblestones. A contender like Alberto Contador might have two or three of each.

Sprinters generate incredible amounts of power in the final 5-second dash for the line. A larger rider like Giant-Alpecin's Marcel Kittel might hit 1,500 watts at the end of Stage 2.

A pro climber like Movistar's Nairo Quintana will probably average 425 watts on the final climb of the 2015 Tour. You'd be closer to 195.



¹A hypothetical average cycling enthusiast based on Strava and coaching data. ²A hypothetical WorldTour pro. ³According to the British Heart Foundation. ⁴Average, per family. ⁵Per team.



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minutes, depending on the distance and your fitness. Recover for half as long as it took you to complete the climb.

Thursday, July 23rd

STAGE 18 » GAP TO SAINT-JEAN-DE-MAURIENNE 186.5 KM

Riders head straight up, then it's up and down all day until the downhill finish. Practice saving energy: On every ascent, relax your body from the top of your head down. From the waist up it should look like you're on a casual spin. Climb like this for 20 to 30 minutes, whether it's all in one climb or broken up. Zone 2 to 4.

Friday, July 24th

STAGE 19 » SAINT-JEAN-DE-MAURIENNE TO LA TOUSSUIRE - LES SYBELLES 138 KM

Today kicks up straight out of the neutral zone. Challenge yourself with a hill you've never climbed, or revisit an old favorite. Practice good technique: hands on hoods, arms relaxed. As you fatigue, slide back on the saddle to use more of your glutes, and forward to activate your quads. Zone 3 to 4.

Saturday, July 25th

STAGE 20 » MODANE VALFRÉJUS TO ALPE D'HUEZ 110.5 KM

No 13.8 km climb with 21 switchbacks in your backyard? Include two climbing efforts of about 30 minutes on a long ride today. Start each in Zone 2 and gradually build, pushing harder every 5 minutes until you hit Zone 5 for the final 30 seconds. Recover at least 15 minutes after each 30-minute effort.

Sunday, July 26th

STAGE 21 » SÈVRES-GRAND PARIS SEINE OUEST TO PARIS CHAMPS-ÉLYSÉES 109.5 KM

Throw yourself a parade and do whatever the hell you'd like on your bike today!

ALLEZ! ALLEZ! Join the community! Share your progress on Facebook, Twitter, and Instagram using the hashtag #TrainTheTour.



5 Pro Mistakes—and How to Avoid Them

1	2	3	4	5
Straggling in the back “Look at the overhead view of the race. There’s a bubble at the front and everyone in there is comfortable. Behind that, there’s a long tail of dudes, and they’re all struggling,” says Phil Gaimon of Optum p/b Kelly Benefit Strategies. “You want to be near the front without being on the front.”	Missing the leadout Mark Cavendish doesn’t get to the line on his own firepower. “Every team has up to six guys who set a hard pace and swing off as they burn out. You want to be behind one who’s going to be there till the end,” says Gaimon. In the last 200 meters, you should be first or second wheel.	Bickering with rivals Winners work with competitors as well as teammates to launch successful breakaways. “Break riders must come to an agreement on length of pulls and work together,” says Robin Farina of BMW p/b Happy Tooth Dental Group Cycling Team. When you start bickering and not cooperating, you get swallowed up.	Getting rid of bottles Riders sometimes toss nearly empty water bottles at the base of a big climb to lighten up. Even the pros can benefit from a couple of sips over the course of a long climb and the extra weight is negligible. At 24 ounces, however, a full bottle could slow you down. So sip regularly before the road heads skyward.	Blowing up too soon The Tour’s top contenders have learned where they need to be drafting, or where they need to be working so they can sit in later. Team Sky’s Chris Froome will let nonthreatening competitors go up the road without chasing. He’ll also pay attention to wind direction and adjust accordingly.—S.Y.



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Put Yourself Here

How does it feel to tackle the climbs, cobbles, and crosswinds of the Tour de France? Here's a taste of what it takes to conquer six must-watch stages.

BY JOE LINDSEY

STAGE 2, JULY 5

Utrecht to Zélande, 166 km

A full 198-rider peloton will be seeking victory or trying to stay out of trouble as the race hits crosswinds on the North Sea coast that could split the race into echelons. **What does it feel like?** Soul crushing. For context, in just a 10 mph headwind compared with one half as strong, a rider must put out 50 percent more watts to maintain 20 mph.

STAGE 4, JULY 7

Seraing to Cambrai, 223.5 km

Of this nearly 139-mile stage, what matters most is the 8 miles of cobblestones—more than half of which come in the last 16 miles.

What does it feel like? Bone jarring. No American cobblestone street can match the centuries-old pavé of northern France. It's like trying to maintain 20 to 25 mph riding between railroad tracks.

STAGE 19, JULY 24

Saint-Jean-de-Maurienne to La Toussuire - Les Sybelles, 138 km

The race is likely to be won or lost today. At just 138 km, the course climbs literally from the start, which favors opportunistic attackers. Four climbs, including the hellish Croix de Fer, culminate in the summit finish at La Toussuire. **What does it feel like?** Roughly 55 of the 138 km in this stage go up. That's the same distance as Hawaii's Haleakala volcano, but at a steeper grade. If you've ever suffered up Haleakala, think of the same distance at 7 percent average, instead of a mere 5.

STAGE 12, JULY 16

Lannemezan to Plateau de Beille, 195 km

This one's a killer: four major climbs and four more stages after this until the rest day. The summit finish on Plateau de Beille starts out steep, with 2.5 miles averaging almost 9 percent, and backs off only slightly from there. **What does it feel like?**

This stage has more than 11,500 feet of climbing. That's five full repeats of Boulder's Flagstaff Mountain, starting at University Bikes on 9th and Pearl.

STAGE 20, JULY 25

Modane Valfréjus to Alpe d'Huez, 110.5 km

If standings are close, the final ascent of Alpe d'Huez could be this year's climax. The long descent from the Galibier will likely bring splits back together, so expect ceasefire from the big guns. But at the base of Alpe, last-chance stage-win hopefuls will battle the GC riders to the top for bragging rights. **What does it feel like?** There's no real climb in the U.S. quite like Alpe d'Huez, but the Strava Classic segment of New York's Whiteface Mountain is remarkably close in distance (8 miles) and total ascent (3,500 feet).

STAGE 10, JULY 14

Tarbes to La Pierre-Saint-Martin, 167 km

Following the initial rest day, and with no warmup ascents before the summit, this first mountaintop finish will likely put an end to someone's Tour dreams.

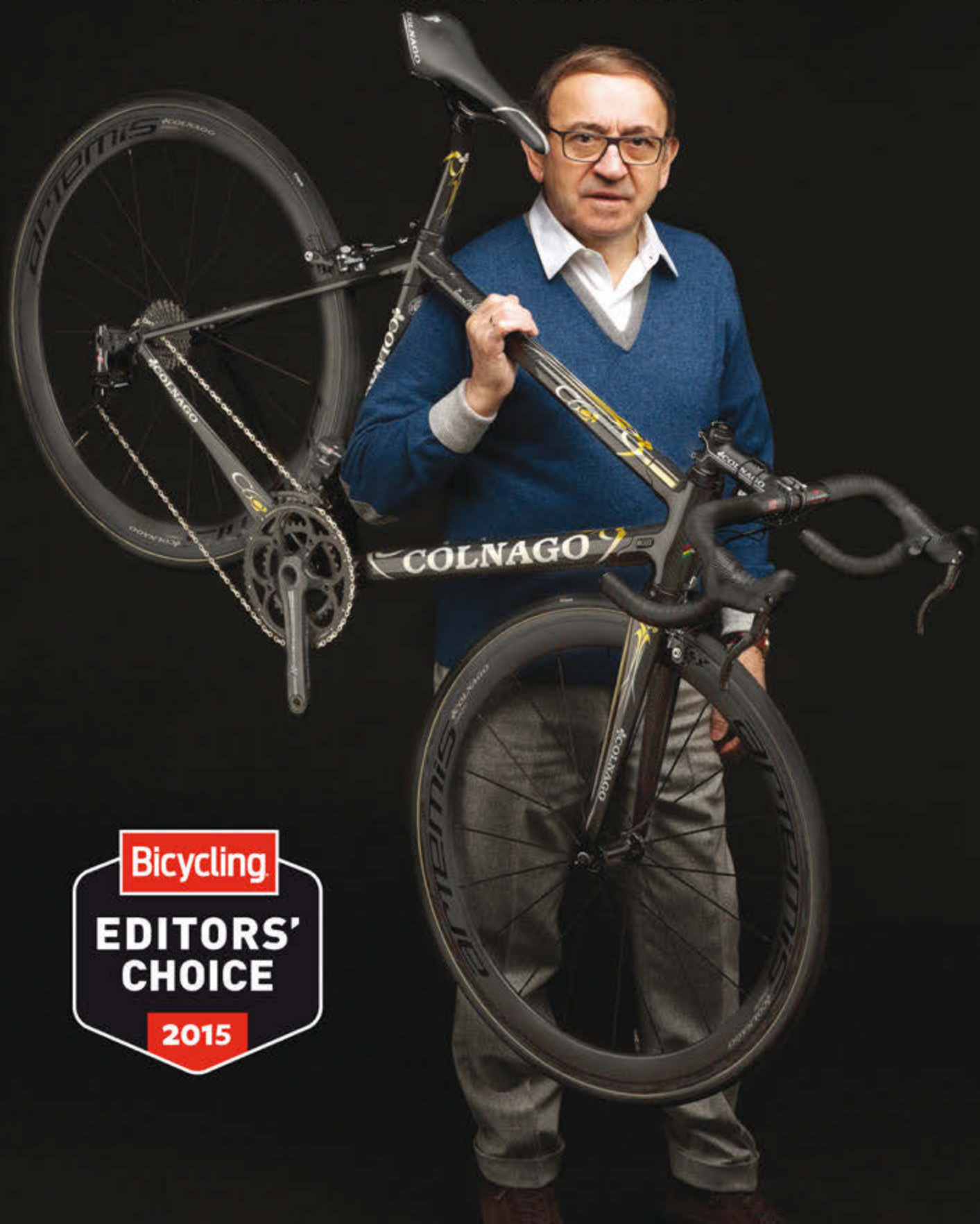
What does it feel like?

The Col de Soudet is rarely used in the Tour, but at 15 km and 7.4 percent average grade, it's a legitimate Grand Tour climb. Get a taste on the 85 miles from Reno, Nevada, to the top of 8,340-foot Monitor Pass.



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Bicycling

**EDITORS'
CHOICE**

2015

Check out our in-depth review on page 128 of the \$3,500 Giant TCR Advanced Pro 1, an almost identical model as the one ridden by Team Giant-Alpein.



Six Tour Bikes You Can Ride

Huzzah for trickle-down technology! These bikes put proven, pro-level features within your reach. **BY GLORIA LIU**

1 BMC teammachine SLR03 105

// \$2,300 The SLR03 looks so much like the SLR01 ridden by BMC Racing Team in terms of paint, frame angles, and tube shapes that most people will have a hard time telling them apart. We prefer the livelier ride of the \$2,300 SLR03, which uses a heftier carbon layup and Shimano 105 shifting instead of Dura-Ace Di2.

2 Cannondale SuperSix EVO

Carbon Force, Racing Edition // \$3,790 It's made from the same mold as the frame that propelled Cannondale-Garmin's Peter Sagan into the green jersey at the past two Tours. A Hi-Mod fiber blend saves the pro bike 200 grams, but this one is plenty racy with FSA Energy aluminum wheels and a SRAM Force 22 drivetrain.

3 Orbea Orca M30 // \$2,999

For 2015, Orbea gave the Orca a wider BB shell and changed its production process for more stiffness, and thinned the seatstays and tapered the top tube to cut weight. The M30 uses midgrade carbon instead of the stiffer, lighter version ridden by Cofidis; and is decked with Shimano 105 and aluminum Vision Team 30 clincher wheels.

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4 Scott Addict 30 // \$2,450 The lowest-priced version of this lightweight climbing machine is made with a more affordable grade of carbon than the frame seen under ORICA-GreenEDGE and IAM Cycling, and it's fitted with Shimano 105 instead of Dura-Ace Di2. However, both models share the same aerodynamic shaping on the down tube, which Scott claims saves 7.8 watts at 45 kph over the previous version.

5 Specialized Tarmac Expert // \$4,000 This is the least expensive 2015 Tarmac, which is made with "Rider First Engineering," meaning each size gets a unique carbon layup based on the expected user's weight and power output. It has Ultegra shifting and Roval Rapide carbon wheels, and a different grade of carbon than the S-Works model ridden by Etixx Quick-Step and Tinkoff-Saxo.

6 Focus Izalco Max 4.0 // \$5,500 The Izalco Max 4.0 is the priciest of the bikes shown here, but it's also the only option that offers the identical frameset to the version AG2R La Mondiale rides. Differences: The 4.0 comes with external cable routing, Shimano's Dura-Ace mechanical drivetrain, and aluminum DT Swiss R20 Dicut wheels instead of the Zipp carbon tubulars the team rolls on.

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Head over to our website and celebrate the Tour de France with us all month long! Our reporters and experts will share the latest race-tested bikes and technology, insider access to pro riders, daily stage predictions and analysis, profiles of the Tour's all-time greatest villains, tips on how to watch the race wherever you are, and tons more. Go to BICYCLING.com/tour-de-france.

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DYNAMIC DUOS

WHAT THESE FIVE WINNING COUPLES CAN TEACH YOU
ABOUT LOVE, LIFE, AND ENJOYING THE RIDE TOGETHER

BY MOLLY HURFORD

XOXO



KRIS DUNBAR, 38
MICHELLE
VEERASAWMY, 44

Owners, Aztec Cycles

THEY LIVE, WORK,
AND RIDE TOGETHER.
HERE'S HOW
THEY DO IT WITH-
OUT DRIVING EACH
OTHER INSANE.

- **KRIS WANTED** to open a bicycle shop, and hired me to assist in acquiring the paperwork. As we evolved the business and spent more time together, the relationship developed. We're getting married in August.—MICHELLE
- **OUR RELATIONSHIP** was built on friendship. Neither of us wanted to commit to anything. We had different goals at that time.—MICHELLE
- **WORKING TOGETHER** and being in a relationship is cool. We spend so

much time together, and we're still friends.—KRIS

- **MY WEAKNESSES ARE HIS** strengths. He's very inventive, very creative, and he's extremely mechanical. He can take nothing and make something out of it. I do the paperwork.—MICHELLE
- **HE'S THE FIRST** person I'm able to be around so many hours in a day. I can't explain it, but we just get along.—MICHELLE

● **THERE ARE TIMES** we need a little space. But there are not a lot of times we have to do that. We work together, we live together, we're together between 20 and 22 hours out of every single day and it doesn't get boring.—MICHELLE

● **WHEN SHE STARTED** getting into riding more, I was like, wait a second, I can't ride this slow. So I was kind of mean to her! But it gave her the drive to tackle challenges and overcome them. When we ride now, she sets a great pace and I sit back and follow. Dates are cheap!—KRIS

● **REALLY?**—MICHELLE

**“SHE RIDES BY
HERSELF SOMETIMES,
AND I RIDE BY
MYSELF, AND WE
GET RIGHT BACK
TOGETHER AND RIDE
WITH EACH OTHER.”**

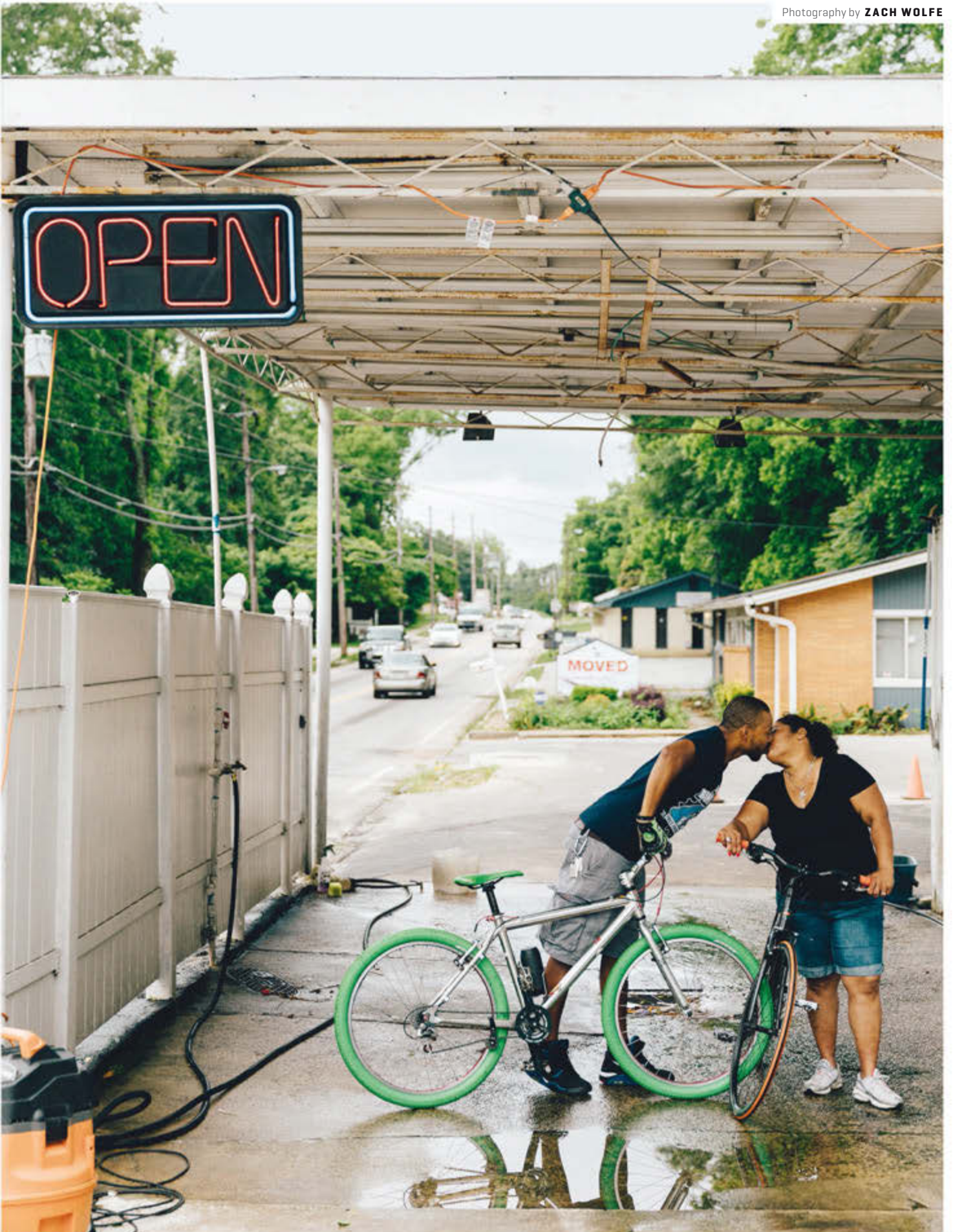
● **AND THEY COME WITH** an additional benefit called exercise!—KRIS

● **WE'RE PRETTY ADVENTUROUS.** We'll turn a bike ride into a day. Have breakfast, ride, have a nice time, look around, ride back. We always have a good time on the bike.—MICHELLE

● **WHEN COUPLES COME IN**, I always look at the guy real hard and tell him, “Listen, let her ride in front of you, because you can easily discourage her from ever riding with you again if you lead.”—KRIS

● **THE BEAUTIFUL THING** about cycling is that you can do it together and as individuals. She rides by herself sometimes, and I ride by myself, and we get right back together and ride with each other.—KRIS

● **EVERYONE RIDES** at a different pace, everyone has a different standard of riding. Patience is the best advice I can give to anyone who's into cycling, male or female.—KRIS





JULIE KRASNIAK, 27 JEREMY DUNN, 34

Owners, The Athletic and
The Athletic Community

JEREMY WORKED FOR RAPHA. JULIE RACED PROFESSIONALLY FOR A RAPHA-SPONSORED TEAM. THEIR WORLDS COLLIDED AT A PHOTO SHOOT IN HER NATIVE FRANCE. HERE'S THEIR TAKE ON FINDING "THE ONE."

● **WHEN I LEFT** for the shoot, I was living with these two guys and I joked, "I'm going to go to France and find my future wife. See you guys later." And I did. She likes to joke that when we were leaving, I came out with my business card and was like, "Call me. Email me. *Something*."—JEREMY

● **I WAS SO IMPRESSED** that we had this common interest. My father said, "That's crazy, that you can find someone that's so into the thing you're into. Just run with it, see how far it goes."—JEREMY

● **WE WROTE A LOT OF LETTERS**, sent a lot of emails, did a lot of Skyping. We didn't just meet at a bar and start sleeping together. We got to interact and talk everything through. It was difficult for a really long time, but it was based entirely on communication.—JEREMY

● **WE WERE LIKE**, "this really, really sucks because we just want to be living together."—JULIE

● **THE MOMENT** I moved to Portland to live with Jeremy, I never asked myself questions, there was no way back. It just felt right.—JULIE

● **I'VE DATED PEOPLE** who weren't cyclists. They had no idea why I'd want to be gone for six hours on a Saturday when it's "our time together, and you're spending it without me." It was a revelation to have someone who wanted to do that with me.—JEREMY

● **WE BRING EACH OTHER** something we don't have on our own. I love working with Jeremy, and not just because he's my husband, but because he's really easy and fun to work with.—JULIE

● **I FOUND SOMEONE** that could match my energy for life both on and

off the bike. I always said I wouldn't date another cyclist, or another bike racer. But that went out the window when I found someone that I could do these things with.—JEREMY

● **HE IS REALLY SUPPORTIVE** of me. Whatever I do, he's like, "Yeah, do it. It's great." No question. Just super-big trust. I never had that before.—JULIE

● **SOMETIMES IT CAN BE DIFFICULT**, like when you're talking someone through bonking or trying to keep someone motivated. Trying to keep our socks separate!—JEREMY

● **YOU HAVE AN IDEA** of what you want in an ideal partner, but what you should look at is sharing and all the love you can have.—JULIE

● **THERE'S A MYTH** that work/play/relationships should be satellite adventures. For me, melding them was the best outcome.—JEREMY

“THERE’S A
MYTH THAT
WORK/PLAY/
RELATIONSHIPS
SHOULD BE
SATELLITE
ADVENTURES.
MELDING THEM
WAS THE BEST
OUTCOME.”





**JOE
SALING, 74
DOTTIE
SALING, 71**

Retired

THEY'VE BEEN SHOP OWNERS, TEAM MANAGERS, JOURNALISTS, RACERS—AND THEY'RE NOT SLOWING DOWN.

● **WE'RE GOING** on 52 years of marriage, but we figure we're going to give it another year or two to make sure it's going to work.—JOE

● **WE'VE ALWAYS** respected the other's wants. That's one of the reasons we're comfortable with each other.—DOTTIE

● **I HAD TO LEARN** to do that. But it did evolve into that.—JOE

● **I DIDN'T SLEEP MUCH.** I was a

nurse, and I'd work the night shift. I'd get home Saturday morning and we'd get into the van and go to a race. I'd say my average sleep was five hours a night.—DOTTIE

● **WE SPENT A COUPLE** years passing in the air. I worked at BICYCLING magazine in sports marketing, and we were doing all kinds of rides. One year, I wasn't home for a weekend from April to September.—JOE

● **IT WAS CHAOTIC** at times. The kids learned to run a washing machine when they were eight years old. I think they enjoyed the chaos of travel, too. Our vacation every year was to Nationals.—DOTTIE

● **ONE OF THE HARDEST THINGS** is coming back from an evening training ride and needing to fix something to eat. Sometimes I get home and I'm just done.—DOTTIE

**“YOU CAN'T BE
SELF-CENTERED.
IT'S NOT ALL
ABOUT YOU.
YOU'VE GOT TO
LEARN TO GIVE
AND TAKE.”**

● **WE KNOW** so many people whose significant other detests cycling. We realize that it's time-consuming, but we allow each other to do it.—JOE

● **YOU CAN'T BE SELF-CENTERED.** It's not all about you. You've got to learn to give and take.—DOTTIE

● **DOTTIE GOT ME** new cx1 shifters for Christmas, for a road bike. I got her a Garmin computer.—JOE

● **WHAT ABOUT** the carbon Zipp wheels we got each other for our anniversary!?!—DOTTIE

● **THEY'RE STILL GOING STRONG.** Christ, that had to be 20 years ago when they first started making carbon wheels!—JOE

● **EVERYTHING WE HAVE,** from our relationship to our relationships with our kids to our home to our relatively good health—it's all due to cycling. Everything.—JOE





TAYLER WILES, 25

Pro cyclist,
Velocio-SRAM

OLIVIA DILLON, 42

Pro cyclist,
Visit Dallas
Cycling p/b
Noise4Good

THEY RACE ON DIFFERENT TEAMS, BUT WHEN IT COMES TO THEIR RELATIONSHIP, THESE TWO SPEEDY PROS MAINTAIN A UNITED FRONT.

● **WE MET** when we were teammates on Peanut Butter & Company in 2011. We didn't start dating until later that year.—TAYLER

● **WE KNEW PRETTY EARLY ON** that we were meant to be together, but we did not have the easiest time. It was all a bit unexpected and unconventional. I suppose our determination to overcome all the obstacles we faced was a sign that we were both in it for the long haul.—OLIVIA

● **IT WAS A BIG CHANGE** because neither of us had dated a woman

before.—TAYLER

● **I LOVE THAT** we share this passion. It makes us understand each other. Cycling is a crazy sport. You go out and annihilate yourself every single day, and it's hard for people not in the sport to understand why you do that.—TAYLER

● **OF COURSE** we talk about cycling a lot, but we don't constantly analyze our training over dinner or wake up and discuss races. We talk about a ton of other stuff. Our next meal is a dominant theme.—OLIVIA

● **WE'RE GOOD AT** separating bikes from life. We talk about what's important, but we don't sit around and talk about our watts or anything.—TAYLER

● **IT'S LIKE BEING** with your best friend all day. But then I spend six months of the year traveling for racing, so we spend a lot of time apart. Some people think it's a glamorous lifestyle, but it's really hard, so you want to make the sacrifice worth it.—TAYLER

● **LONG ABSENCES** are pretty tough. Thank goodness for FaceTime, Skype, iMessage, and email. We are really good about communicating when we are apart.—OLIVIA

“YOU CAN'T TAKE RACE-DAY MONSTER PERSONALLY. THAT'S NOT WHO YOU ALWAYS ARE!”

● **WE HAVE A RULE** that after every single race, no matter where we are in the world, we have to text each other just so we know the other one is safe.—TAYLER

● **SOME DAYS** one of us feels good and the other doesn't. It's not a personal attack if they go faster one day in training. It's about compromise. You can be your worst self on race day. You can't take race-day monster personally, that's not who you always are!—TAYLER

● **WHEN WE RACE** against each other, it has to be all business. You can't go easy on your significant other, that's just not cool. There is a limit though. There was one race where she crashed on her face and I had to stop to make sure she was OK. It is just a bike race, and she's more important.—TAYLER





MATT ROY, 42

Research scientist and ultracyclist, team manager, and Mo's pit crew

MO BRUNO ROY, 39

Retired elite cyclocross racer, massage therapist, and yoga teacher

IT WAS LOVE AT FIRST SIGHT FOR HIM. FOR HER? NOT SO MUCH. NOW THEY'RE TOTALLY IN IT TOGETHER.

● **MO WAS A BARISTA** and made me my first chai tea—in a beehive mug—and I was instantly smitten. About eight and a half months later she figured out my first name.—MATT

● **IT TOOK ME A WHILE** to consider dating Matt. Eight months might be an exaggeration, but I wasn't in an emotional space to be looking.—MO

● **I FELL INTO** the doting-mechanic role easily. I love to travel the world with my favorite person. It's awesome. But you share the highs and the lows. When I'm in the pits, I'm with mechanics who have some distance from their riders. I go home at the end of the night and we share the same bed, so I really want it to go well for both of us.—MATT

● **WE WORKED REALLY HARD** to find our balance and to support one

another through Matt's seven-year PhD and 12 years of my elite 'cross racing while having family, friends, and lives outside of those things. Being dedicated to one another and not being afraid to work hard at it has created a pretty natural evolution for us.—MO

● **WE WORK VERY DIFFERENTLY.** Mo is linear, very single task, and I can do a bunch of things at once. How we deal with that is a testament to the strength of our relationship: We think differently, we do things differently, but the goal is the same.—MATT

● **WE RIDE TOGETHER A LOT**, but during the season, it's tough. When we do the longer stuff, Mo is like, "You're starting to get warmed up" when we're three and a half hours in, and then she's like, "I was done an hour ago."—MATT

"WE THINK DIFFERENTLY, WE DO THINGS DIFFERENTLY, BUT THE GOAL IS THE SAME."

● **WE SUPPORT EACH OTHER**, but let each other grow. When I cheer for Mo, I always cheer for her with honest encouragement. It's never, "Why aren't you doing this or that?" Just positive.—MATT

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traffic-snarled metropolis? No big deal—it happens every week in Bogotá, Colombia.

PAGE
105

BODY RIDES!

WORDS AND
PHOTOGRAPHY
BY MARK JENKINS



BICYCLISTS ARE BESIDE US, BEFORE US, BEHIND US.



PEDALING SIDE BY SIDE, MY WIFE, Sue Ibarra, and I are part of wave after wave of cyclists that take up the entire 12-mile stretch of the main street, Carrera Séptima, in downtown Bogotá, Colombia.

An old man in a serape on a bright-red 1970s Stingray spins alongside us, grinning beneath a yellow helmet. We split to pass around a four-year-old, fingers barely reaching the brakes, seated on a teeny orange bike with training wheels. An ex-Colombian racer, now in his '60s, riding a sleek, steel-frame Italian road bike and wearing a yellow, blue, and red woolen team jersey, whizzes past us. Three young women in running shoes pump along together on cheap mountain bikes, seats all too low, chatting and giggling. A man on an ancient Dutch bike. Two city hipsters on fixies painted screaming orange.

Carrera Séptima bisects the financial district, the commercial district, and the government sector. Closing such a street every Sunday is akin to New York City closing Madison Avenue, or Washington D.C. closing Pennsylvania Avenue. Yet, it's just

The more than 70 miles of streets cyclists have been taking over since 1974 include Carrera Séptima, Bogotá's main thoroughfare.

one of the major streets blocked off to motor vehicles for the Ciclovía, a weekly Sunday ride on which, from 7 a.m. to 2 p.m., more than 70 miles of city streets are taken from drivers and given back to bicyclists, walkers, runners, roller skaters, and skateboarders. Bogotá is a city of more than 8 million inhabitants, and on a warm day, more than a million of them ride the Ciclovía. What's more, this redistribution of community rights has been going on for two generations. Last year marked the 40th anniversary of the bicycle movement that started in 1974, became a Colombian tradition, and is now spreading around the world, from Los Angeles to Cape Town, Guadalajara to Rio de Janeiro.

The Ciclovía was founded by a band of young Bogotá idealists led by a soft-spoken firebrand named Jaime Ortiz Mariño. Ortiz Mariño is still active in community politics and has an office on Carrera Séptima. Sue and I meet him there a few days after our ride, and he dives exuberantly into the origins of the Ciclovía.

"I was an architecture and design student on scholarship at Ohio's Case Western Reserve University in 1967," says Ortiz Mariño, now 68, with a tan face and trim gray





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beard. “One day in autumn, a fellow student asked me if I wanted to make history. The next morning, we were all on a bus to Washington, D.C. Over a hundred thousand of us—students, professors, veterans—marched on the Pentagon, protesting the Vietnam War. Benjamin Spock spoke, Norman Mailer was arrested, and eventually the tide turned against the war.”

Ortiz Mariño speaks with a combination of wistfulness and willpower about the United States in the late ’60s. “The force, the strength of the social revolution permeated all aspects of American life at that time, and it permeated me. I lived through the murders of Bobby Kennedy and Martin Luther King Jr. We directly challenged the status quo. We wanted to change the world.”

Ortiz Mariño was in the United States during a time when, because of the automobile, suburbs were sprouting like dandelions and the centers of many cities were decaying.

“I was educated analyzing this urban crisis. When I came back home to Bogotá, I was shocked to see that we Colombians were following the American path of urban development. Cars and more cars. One person, one car. It was obvious that this was not going to lead to a livable city. So I became a radical. I knew how to do it: I was trained by the best

The Ciclovía does more than provide an afternoon of no-fear riding; it also brings together all types of people to share it.

American counterculture radicals. And the bicycle quite naturally became a symbol of revolution. The bicycle symbolizes individuality, civil rights, women’s rights, urban

mobility, simplicity, the new urbanism, and, of course, environmental consciousness.”

As well, the bicycle already had history in Colombia. The peasant pedaling through the village plaza on a battered English Raleigh was a common tableau throughout the 20th century. Around the world, Colombians were not known as soccer players, but as cyclists, particularly indefatigable climbers.

In the early ’70s, Ortiz Mariño and others he recruited began riding through Bogotá at night with flashing lights wrapped around their legs. They started a shop and did repairs and rehabs. Most of all, they gave passionate speeches—in the streets, in the schools, in the government—all of them promoting the use of the bicycle.

On the 15th of December 1974, Bogotá bureaucrats allowed this growing cabal of proselytizing cyclists to close down Séptima—7th Street—and 13th Street to motorized traffic.

“We called it the ‘grand manifestation of the pedal!’” Ortiz Mariño says, his eyes flaring with excitement. “Over 5,000 people came from all over to ride their bicycles down the middle of Bogotá. Housewives, hippies, executives, the young, and the old. The Ciclovía became the start of our movement.”

AFTER WE RIDE OUR FIRST CICLOVÍA, Sue and I spend the following week cycling to the famous museums and landmarks of Bogotá. The Gabriel García Márquez Library, named for Colombia’s most famous writer, author of the **CONTINUED ON P. 134**

**“THE BICYCLE
SYMBOLIZES
INDIVIDUALITY,
CIVIL RIGHTS,
WOMEN’S RIGHTS,
MOBILITY,
SIMPLICITY, AND
ENVIRONMENTAL
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THE APPLE WATCH

Next up for
iOS integration?
Your #bikelife

BY BILL STRICKLAND

Apple Watch

For cyclists, the Apple Watch is kind of like a front basket—by no logical reckoning anything near a necessity, but a statement of style that is deliberately limited in function. Yet it's so adept at making so many things just a little more convenient that, after using one for awhile, you simply would rather not be without it.

What sets the Apple Watch apart from other fitness trackers and smart watches is the factor that takes longest to appreciate: its potential to integrate disparate parts of your life into a more seamless use of technology and communication. Here's what that high-minded statement means:

It was never too much of a hassle to pull my phone out of my jersey pocket to dictate a reply to a text, control my music, or ask Siri to find the nearest convenience store. But the cumulative ease of instead handling these and other small duties by slightly turning my wrist on the handlebar feels freeing—and could even become transformative as the Apple Watch matures. It's not a closed device. It's a delivery vehicle for Strava, MapMyRide, and other apps and functions yet to be developed. What's the potential? Think of how Strava made GPS bike computers about so much more than capturing ride data.

The Watch is also wearable all day: The case is

understated, face choices range from minimal to bold, and you can easily swap bands from sport-geek hi-vis rubber to stainless steel or Italian leather. And not to be underestimated: Transmitting your heartbeat to other users (who feel it tapping out against their wrists) or sending a finger-drawn sketch is just plain fun.

The Watch is not without flaw: The wrist-tapping notification is generally too weak to feel

during rides; the screen can be tough to read in sunlight; and the heart monitor drains the battery (you can avoid this by pairing with a chest strap). One of the main weaknesses for some athletes is that for full functionality, including GPS, you need a connection to your phone. But cyclists are already used to having our phones in our jersey pockets—where they just might stay all day if the Watch becomes all it promises.



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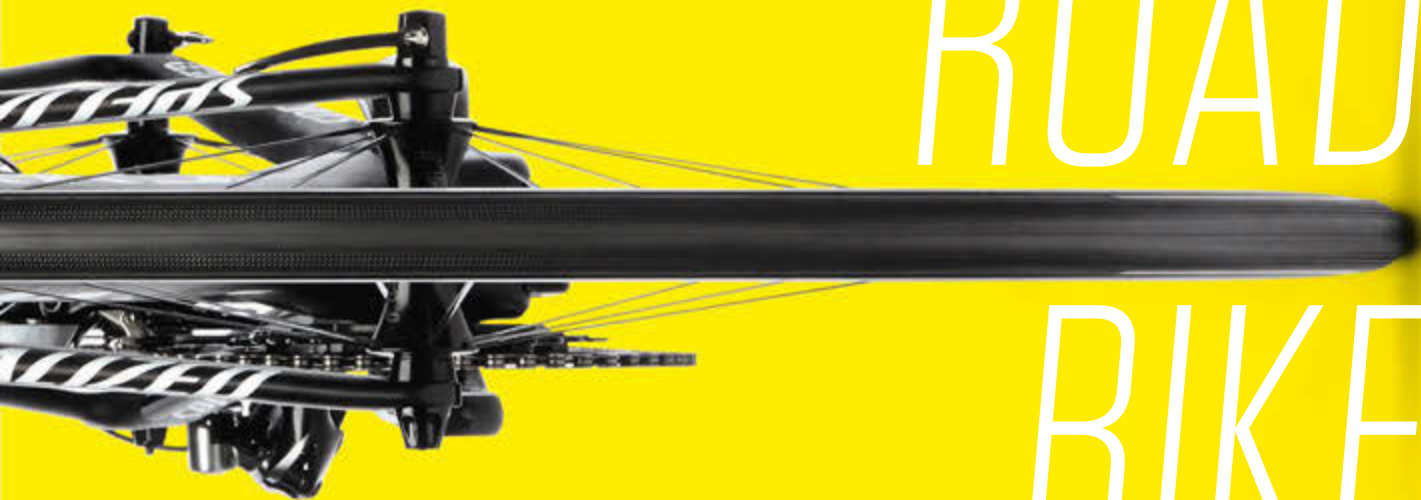
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Specialized says that the new S-Works Venge, and its accessories, can save you more than five minutes over 40 kilometers. That's a huge claim. And the company just might stick it.

BY MIKE YOZELL PHOTOGRAPHY BY HUNTER FREEMAN



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WORLD?



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METER
(56 CM)



Highway 9 from the town of Boulder Creek to Ben Lomond, California, is a twisting snake of two-lane road with locals driving fast around the turns, none too happy to see cyclists appear along the way. The road is littered with cracks and ripples, but I risk a glance at the Garmin on my handlebar and see we're moving at a steady 37 mph.

A few annoyed drivers buzz us as they go by, but I'm absorbed by how effortless this all feels, like we're not really going that fast. The two of us swap turns until we pull up behind a motorhome swaying along at just over 30 mph. Though we're still hurtling downhill, sandwiched

between an RV and a line of impatient cars, the ride is almost relaxing.

That's a new sensation for me when it comes to the Specialized Venge, a model on which I have a lot of experience. The speed is no surprise—it's always been fast—but on this new version, there always seems to be just a little more of it than I'm used to getting from this bike.

We hit a red light in town and wait in the left turn lane. Two cars stop next to us, and we are treated to something rare on this road. Rather than berating us, both drivers exclaim about how fast we were going, praising our speed and handling. As we pull away, we laugh. Specialized claims this new Venge, when used with the full complement of gear developed alongside it, can save more than five minutes over a 40 km time trial. That's tough to measure. But even your average driver on the road can tell that this bike goes faster than most.



A LOT OF COMPANIES SCULPT THEIR BIKES FOR MAXIMUM aero advantage. But Specialized, which produces its own components, wheels, tires, and accessories such as helmets and clothing, sought aerodynamic gains beyond just the frame.

The whole project started with the wheels. Three years ago, the company set out to update its Roval CLX 60 mm carbon wheel. The rims expanded to a 21 mm internal width, and to cheat the wind a bit more,

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especially when paired with the S-Works Turbo tire, the profile grew to 64 mm. Hubs were whittled down to improve aerodynamics in crosswinds. Around the same time, the company finished building its in-house wind tunnel and began work on the second version of the Venge—dubbed the Venge Integrated Aero System, or ViAS. To eke out as much aerodynamic benefit as possible, engineers decided to develop the wheels and the frame together.

All the aerodynamic tube shaping and airfoil sculpting one would expect are present in the new frame, and little details, like housing all stops for cables and wires inside the stem, target even more marginal gains. But it's the execution of certain features that sets this bike apart.

The brakes are a good example. Integrated brakes on aero frames, usually of the “V” variety, often lack power, modulation, or both. Specialized head engineer Chris D’Alusio says that not only did his group design the brakes for minimal drag, but it also benchmarked the modulation and power profile off of Shimano’s excellent Dura-Ace 9000 stoppers. My time on the bike proved to me that they succeeded.

The unusual placement of the rear brake halfway up the seat tube not only minimizes drag, but it also sees the least amount of the wheel flex that can result in rim rubbing on pads during heavy efforts like sprinting and climbing.

5 MINUTES, HUH?

Here’s how Specialized arrived at the time saved over 40 km, according to Chris Yu, PhD, Specialized Aerodynamicist.

120
SECONDS

Venge ViAS + Roval CLX64 wheels vs. Tarmac SL4, Cannondale Super 6 EVO or Trek Émonda; on Mavic Ksyriums or similar

35
SECONDS

S-Works Turbo tires vs. Continental GP4000s (rolling resistance advantage only)

96
SECONDS

S-Works Evade skinsuit vs. typical club-fit kit like the Specialized RBX Comp jersey and bib shorts

46
SECONDS

S-Works Sub6 lace-up shoe with WarpSleeve vs. Shimano SH-R321 or similar buckle shoe

35
SECONDS

S-Works Evade helmet vs. Specialized S-Works Prevail, Echelon, or Propero; or Giro Synthe

HOW IT HELD UP BICYCLING’S

Joe Lindsey participated in a test conducted by Specialized. He rode a 19 km course: once on a Tarmac with jersey and shorts, once on the new Venge package, in his own shoes. The average saving across 12 testers, after engineers stripped out most variables: 1 minute, 57 seconds.





GRAN FONDO

Who said speed doesn't love comfort?





Specialized also built the frame with a remarkable consideration for rider fit and preference. Engineers determined that a negative-17-degree stem paired with a wing-shaped handlebar was most aerodynamic. The traditional-style—albeit also aero—spacers under the stem adjust for saddle-to-handlebar drop, but Specialized also offers two different handlebars—a 25mm rise and standard flat profile—so you can always use a negative-17-degree stem with the fewest spacers. The steerer is cut to fit. The aerodynamic seatpost is available in three offsets.

Then Specialized looked beyond the bike. The new pro-level Evade skinsuit features a new, and patented, one-piece construction of the entire front panel of the suit and sleeves.

There is also a new model of the S-Works shoe, the lace-up Sub6. Saying that full shoe covers tend to bunch and disrupt airflow at the back of the foot, the company designed what it calls the WarpSleeve, which wraps around the middle of the shoe. Covering the laces presents the smoothest face to the wind in all positions of the pedal stroke.

The new S-Works Turbo tire, an open clincher with fast-rolling casings, saves 35 seconds over similar tires based purely on rolling resistance. The Venge gets a 24 mm up front (to present less frontal area) and a 26 mm in the rear for comfort.

Strap on a Specialized Evade aero helmet, and with the new bike, Specialized says, you get a game-changing five-minute advantage over 40 km compared with a rider in a jersey and shorts, on a traditional race bike like the Trek Émonda or Cannondale SuperSix EVO.

The down tube accommodates the trailing calipers of a UCI-legal, integrated front brake that hides behind the fork and projects about five inches back for extra aero benefit.



THE ROAD OUT OF LOS GATOS DIPS AND RISES AND TURNS

as it heads out of town, past the reservoir with its drought-exposed banks, and over cracked macadam until it disappears into the redwood and eucalyptus groves that will shade us for most of the ascent over Highway 17. On today's group ride, I forget for a moment that I'm on an aero road bike. The ride lacks the harsh feel of almost every other bike I've ridden in this category, where you can sense every pebble and ripple in the road. The new Venge is still stiffer than the Tarmac and lacks that bike's supple ability to soak up chatter, but the sting is muted whether I am laying down the power or coasting up to the front of the pack.

And this is just another way in which the Venge represents a huge leap forward in the aero road category. It provides a ride quality that few of its peers can. The frame is able to give and flex to shield me from the road, all while slicing the wind so effectively that even the untrained eye can see: This bike is fast. It might be the fastest road bike in the world.

► MICHAEL MATTHEWS



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Look 795 Aerolight

Prepare for takeoff

One glance tells you what this bike is about. From the stem that blends cleanly into the sloped top tube, to the tube shapes straight from the airfoil database at the National Advisory Committee for Aeronautics, the Aerolight communicates its purpose—to cut through air turbulence and go really, really fast. You also probably already know whether it's for you. The only question: How fast is it?

Look claims this is the most aerodynamic bike ever built, though the company hasn't shared any data. What is clear is that every part that can be integrated to the frame has been, resulting in a proprietary, drag-reducing fuselage.

Start at the front with the unique, eye-catching Aerostem. Every bolt on the stem is hidden, nestled into a specifically designed recess and, for good measure, concealed behind a plate or cover. Then there's the direct-pull, cantilever front brake built into the fork and



WHAT YOU NEED TO KNOW Look's most aero road bike ever ■ Ridiculous/amazing proprietary parts integration ■ Built for speed ■ **PRICE** \$8,000 (frame, fork, stem, crankset, and seatmast); \$13,500 as tested ■ **WEIGHT** 16.4 lb. (M)

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A small pocket in the top tube hides the Di2 junction box that would normally strap under the stem.

invisible from the front; the molded, one-piece carbon crankset that can be adjusted to various crankarm lengths by swapping inserts; and the integrated E-Post 2 seatmast.

Taken individually, each element might seem to offer too little aerodynamic gain to be worth the bother. But in total, the zany system—11 patents!—comes together and, somehow, it works. Compared with our benchmark

for aero bikes, the 2015 Editors' Choice-winning Cervélo S5, this one has a subtler ride. It's not exactly comfortable, but neither does it have the more unfiltered feel of the S5. And on flats, it delivers the unmistakable, cruising-speed sensation of a good aero bike. I found myself jamming over small hills and riding in a slightly higher gear than I normally would. And it's a better climber than I'd expected, even

on steep ascents. Descending, the stiff chassis helps the bike stick lines precisely. With handling that skews a touch to the slower side, the faster I went, the more stable the bike got.

That's not to say the Aero-light is flawless. Changing cable housing or shift wiring requires fishing through small exit holes, and parts may require some hunting. The raised top tube may annoyingly knock against your knees while you're out of

the saddle. And front-brake modulation is indistinct, especially compared with the rear.

But for a certain rider, all of that fades in importance to this: Is the bike fast? Yes. Without data, I can't quantify how fast, but it doesn't really matter. I could get deep in the nerd

weeds here talking about how NACA airfoil cross sections aren't actually all that great for bikes because they're designed for lift, and they work best at much higher speeds producing a totally—TOTALLY!—different Reynolds number, not to mention that cyclists see different yaw angles, blah, blah. (To which you would add: blergh.) Simple truth: For most riders, the aero difference between this bike and something like an S5 is going to vanish

in the noise of factors such as your fitness or how good you are on a certain day at straightening out turns. And if you already know you want this bike, it's enough to know that the Aerolight is built to go as fast as it possibly can—and that it succeeds in doing so.

—Joe Lindsey



TOUR BIKE

The 795 Light version of this bike, with conventional sidepull brake calipers front and rear, will be raced at the Tour de France by Team Bretagne-Séché Environnement.

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TOUR BIKE

Giant-Alpecin riders will fly up and over the mountains of the Tour de France on the Advanced SL version of the TCR.



Giant TCR Advanced Pro 1

A little stiffer, yet sweeter

In making its 2016 TCR, Giant focused on one goal above all: Increase stiffness-to-weight ratio. So it's a bit ironic that the first thing I noticed about the new TCR was how comfortable it is; there's a new quietness to its ride. Giant's road product manager, Jon Swanson, admitted that ride quality was secondary, but pointed out that in a three-hour race, nobody wants a bike that's going to beat them up.

But about that stiffness. We generally discuss it in two areas: bottom bracket and

torsion. With the BB, it's all about pedaling force, and in this area the TCR and other race frames were already strong enough to resist flex from all but the most powerful sprinters.

Torsional stiffness is a different matter. It's the twisting force on the frame from dropout to dropout. It's crucial to pedaling efficiency, and also cornering, and Giant feels torsional stiffness is like victory and long, twisty descents: You can never have too much. To boost it, Giant changed tube shapes on the TCR, notably a more tapered steerer section on the fork that seats the lower bearing higher in the head tube and distributes forces more evenly throughout the largest surface area on the frame. Giant typically shies away from making bold claims, but the company says the new TCR Advanced SL is, torsionally, the stiffest production bike available.

It's also 181 grams lighter, thanks to tighter

manufacturing tolerances on the carbon layup. The Advanced Pro 1 we tested gets a lower grade of carbon, but still saves weight from the previous version.

One thing that didn't change, thankfully: the geometry. We've loved the handling of the TCR for as long as we can remember. It hits a sweet spot: stable enough for when you're tired late in a long ride, but responsive enough for nervous crit racing. Descending on the new TCR, I was impressed by its balance: The stiffness never compromised control; the bike never chattered over choppy pavement in a hard turn; and in fast switchbacks, it stuck to its line without pushing to the outside.

Giant's new TCR doesn't pack the visual wow that its aero-oriented Propel does. But the company generally flies a bit under the radar compared with other brands, while still making some of the best performance bikes available. The new TCR is a welcome continuation of that lineage. —Joe Lindsey

WHAT YOU NEED TO KNOW Claimed to be the stiffest production road bike available ■ Crazy-good deal for the Advanced Pro 1 version we tested, with Ultegra and carbon clinchers ■ Surprisingly comfortable ■ **PRICE** \$3,500 ■ **WEIGHT** 15.5 lb. (M)



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Pinarello Dogma K8-S

This latest stab
at road suspension
is worthy of all
the buzz

PINARELLO DREW PLENTY OF ATTENTION JUST BEFORE THIS YEAR'S TOUR OF FLANDERS

when it supplied Team Sky with the new Dogma K8-S, a bike that married the aerodynamic front triangle of the BICYCLING Editors' Choice-winning Dogma F8 with a shock-equipped rear triangle, providing 10mm of travel. The concept is not new: This system nearly mirrors the suspension on the Charles F. Travis Cushion Bicycle of 1899, and more modern examples include Moots's YBB design, created in 1987 for the company's mountain bikes then applied to its road frames. Nor is this the debut of rear suspension on the Pro Tour: In 2005, Trek unveiled a carbon race bike for Paris-Roubaix with a simple elastomer spring that provided 13mm of rear suspension. Yet, as the most modernly engineered and certainly the splashiest rendition of the idea (Jaguar helped create it), the K8-S intrigued us. We rode it and the non-suspended F8 back-to-back to home in on the differences.—*Matt Phillips*

I THRASHED THE K8-S,

hitting Schoolhouse, Mill, Buhman, Scout, then the singletrack on the mountain. Connective road thrown in. Repeated the tough stuff on the F8. On Sunday: road ride with gravel connectors. Without a doubt the K8-S feels faster and, based on my times, actually is faster on gravel, dirt, and pockmarked road. The cushion must be a part of that—less shock = less fatigue = more speed and control for longer. But even on short segments, the bike is faster. That has to be added control, from being isolated from the jarring, and also better traction. That's no guess, by the way. I pushed the bike hard into potholes amid the loosest dirt and gravel, and though you can always break a tire loose, it didn't happen easily here. I kept thinking I detected some bobbing on steep grades (over 15 percent), but when I looked back, I could not see the suspension activating. Also: I was sure the rear would wag in hard, fast corners, and I went into some of my favorite turns as hot as I could. If there was sideways deflection, it wasn't at a level I could feel. This system, and Trek's decoupler, and predictions of similar pro-level bikes to come, all signal change in the acceptance of road suspension by the highest level of racers.—*Bill Strickland*

I thought I felt some bob on hard climbs,

and Bill mentioned the same. However, I slipped the O-ring—which measures how much the shock travels—down before some of those ascents, and it didn't really move; I think my mind was overly sensitive to the possibility. But I do think the rear end moves in ways the O-ring doesn't measure. Climbing hard, out of the saddle, I felt some brake rub. The K8-S also lacks the sharp pedal response of the F8, but on uneven surfaces you make up for it. And climbing on loose surfaces, it takes less effort to maintain traction, especially out of the saddle.—*Brad Ford*

WHAT YOU NEED TO KNOW

Shock provides about a centimeter of travel

■ Total claimed weight for a 53cm unpainted frame is 990g ■ Same front triangle and fork shape as the F8, but a taller head tube, and longer fork heads and chainstays ■ **PRICE** \$6,250, frameset ■ **WEIGHT** 15.7 LB (54CM)

I think it's hard (impossible) to isolate the feel of the damper

from the feel of the whole bike. There's simply not enough there. What I did feel is a fast road bike that is very quiet and very smooth. The damper moves a lot. While cruising along the ocean, I put my finger on the shock so I could feel the motion, and it's surprisingly active—it's doing more than just taking the sting out of bigger bumps. And bigger bumps don't vanish. They're simply less a bare fist than a boxing glove, and you carry momentum better through them. Big picture: We're riding more gravel, dirt, and lousy roads. We're going to be talking more about suspension on road bikes—it's the continuation of how we've started ditching 23mm tires for more comfortable 28s. Flip the question for a moment from "Why should I buy the K8-S," and ask, "Why buy an F8 when the K8-S is basically the same bike, with more comfort, more traction, and more control?"—*M.P.*

Blackburn Tallboy Cage

Beer me!

\$20

You don't need the Blackburn Tallboy Cage. You could carry your beer in a pack, or stick a koozied can into a regular bottle cage. But if you like a bit of whimsy on your bike, this accessory all but blasts whimsy from a T-shirt cannon.

On the first warm, sunny day of the year, I attached the Tallboy Cage and noodled over to the park with my pounder of choice, Coors Light. Through my hour-long outing, my beverage stayed as cold as the Rockies in the included koozie—which can be removed if you want to haul a 24-ounce can instead of a 16-ounce one. The cage's purpose-built, elongated back prevents any pesky rattling.

The Tallboy Cage is decidedly low-tech. And that's why it's one of my favorite gear items of the year. It's a talisman of summer—and a quick, left-handed way of flagging to the neighborhood that you're ready for the next block party, as long as nobody invites Strava.—*Caitlin Giddings*



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2014 Colorado State Masters MTB Champion
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EVERYBODY RIDES!

CONTINUED FROM P. 108

luxuriantly dense novels *One Hundred Years of Solitude* and *The Autumn of the Patriarch*. The Museo Botero, containing the world's largest collection of Medellín artist Fernando Botero's paintings and sculptures of voluminously bulbous men, women, and children. The Museo del Oro, which traces the history of gold and the Spanish obsession with it through more than 30,000 golden artifacts. The Center for Memory, Peace and Reconciliation, an enormous, empty concrete mausoleum with long holes in

the walls representing those who disappeared in Colombia's countless civil wars.

When the next Sunday comes around, we roll out in the Ciclovía again. This time we explore dozens of miles of other closed streets, finding them as packed with cyclists as Séptima. At one point, I feel something I hadn't felt since bicycling in China in the early '80s.

Back before China became an economic powerhouse, before the middle class could afford a car, everyone bicycled. The meat at the butcher

was delivered by bicycle (usually still alive, kicking and squealing). Market vegetables were bicycled in through the damp, predawn dark. Factory workers and attorneys, janitors and professors, all bicycled to work. It was an efficient and egalitarian transportation system.

I remember once being at a stoplight in the heart of Chengdu. The street was four lanes wide and I was among thousands of cyclists, all of us standing on one leg, hands on our handlebars, waiting for the surge of cyclists crossing before us to pass and the light to change. For a moment, I felt an idealistic but real sense of equality and comradeship. We were all in it together.

(Then the light changed, as they always do. Within years, China suddenly had an exploding middle class intent on copying the car culture of America. Today, Chengdu and most other large Chinese cities are congested and cancerous.)

"This is the beauty of a bicycle: It eliminates status," says Ricardo Montezuma. "On bicycles, we are all equal."

Montezuma is the director of Fundación Ciudad Humana, the Humane City Foundation, a Colombian nonprofit that works closely with the government to design and build sustainable transportation systems. He is also the author of *Ciudadanos, Calles & Ciudades*—Citizens, Streets & Cities—a hefty manual that details the history of the Ciclovía, its expansion to other countries, and how to insert bicycles back into city life.

"Here in Bogotá, the poor people live in the south, the middle class in the middle, and the rich in the north," explains Montezuma as Sue translates, the three of us in a coffee shop just off Carrera Séptima, which runs north-south through the city. "These different classes rarely mix, except on Sundays during the Ciclovía, when the wealthy from the north ride south, and the poor from the south ride north. They cross paths, and perhaps they recognize their shared humanity."

Montezuma has a PhD in urbanism and mobility. He doesn't own a car; he rides his bike, a collapsible British Brompton, everywhere—sometimes in a suit and tie. He puts his briefcase inside a waterproof front bag, and wears a bright-colored jacket with reflective details to alert drivers and taxis of his presence.

"On Sundays, because of the Ciclovía, Bogotá can be one of the most beautiful cities in the world," says Montezuma. "But come Monday, this same city can be a terrible place."

Disappointingly, despite its enormous popularity, the Ciclovía has barely altered the car culture of Bogotá. Every week a cyclist is killed by a motorist in the city; a pedestrian is killed by a car or motorcycle almost every day. Except for Sundays, cars still rule the road.

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Photo by Ross Downard



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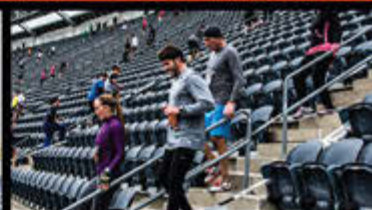
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EVERYBODY RIDES!

The following week, Sue and I explore the 200-plus miles of ciclorrutas, bicycle paths, in the city. One day, we angle out to the city's university, where multitudes of professors and students are on bicycles. Another day, we ride south to the poorer barrios, where bicycles are still used for delivering everything from fresh potatoes to *arroz con leche*. Outside these enclaves, however, bicycles are outnumbered by cars 10 to one.

We discover many designated bicycle routes—most as striped paths on the sidewalk—but they're hardly used, especially during the middle of the day. Around 30 percent of Bogotá's residents walk to work, more than 40 percent take the bus, 14 percent drive a private vehicle, 5 percent take a taxi, and 4 percent ride a bicycle. Because the bus system is overflowing and private cars and taxis have brought traffic almost to a standstill Monday through Friday, the city is in the process of adding another 100 miles of bicycle paths.

"When you're in a traffic jam and 300 bicyclists go zipping past you," says Andrés Vergara, "as a driver, you know you're wasting your time."

I met up with the Bogotá bicycle activist, 31, in a downtown coffee shop. He arrived on

a collapsible Tern with an Ortlieb pannier, chain-guard straps on both ankles and a whistle in his mouth. Vergara is the founder of Ciclopaseos de los Miércoles, a resurrection of the night rides Ortiz Mariño and friends did 40 years ago. Every Wednesday evening, cyclists band together and ride to their favorite restaurant or pub—an event that Vergara says has helped double the number of bicyclists in Bogotá from 2005 to 2011. The city government took note and asked him to come work for the transportation department. "We bicycle advocates now work for the government, instead of against it," he says with a mischievous grin.

Vergara is quick to point out that his ride, Ciclopaseos, is not Critical Mass. "We don't want to fight with motorists. We want to invite them to try bicycling instead of driving. Right now it takes the average person 70 minutes to get to work in Bogotá. On a bicycle, that same trip takes 30 minutes. I have found that philosophical or ecological arguments for riding a bicycle rarely convert people. But saving time! Time is money."

Vergara and his team are trying to encourage people who live six miles or less from work

to switch to bicycling. Those who live greater distances away and take the TransMilenio bus service are encouraged to ride their bikes to the bus station, where bicycle parking is provided.

"Over 50 percent of the world's population now lives in cities, and yet we have built cities for cars, not people," says Vergara. "Cars take up 90 percent of the urban transportation space. When you're in a traffic jam you always believe that someone else is responsible, but a traffic jam starts with the car you are in."

Vergara's goal is to get 10 to 15 percent of all the city's commuters riding bicycles. "The government can improve the quality of life in the city," he says. "Former mayor Mockus did it. It takes commitment and courage." With that, Vergara is back on his bike, off to the next government meeting, and I'm Googling Mockus.

Antanas Mockus was Bogotá's most flamboyant and most progressive mayor. He held the office from 1995 to 1997 and 2001 to 2003. A philosopher, mathematician, and former president of the National University of Colombia, as mayor, Mockus focused his playful intelligence on improving the quality of life in Bogotá. He

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once hired 420 mimes to mock traffic violators, believing humans fear ridicule more than financial penalties. A big supporter of the Ciclovía, he started the building process that led to more than 100 miles of bicycle paths. (Also, under his watch the homicide rate fell 70 percent, traffic fatalities dropped 50 percent, and running water and sewerage were provided to the majority of homes.)

Later in the week, Montezuma manages to get us a meeting with this favorite forward-looking leader. We wait in a sunny room with large windows and a wall decorated with excoriating political cartoons from Mockus's time in office. In one, the mayor is derisively depicted as riding a bicycle while the head of Colombia's national security agency drives a large, anonymous 4x4. After losing a campaign for Colombia's presidency, Mockus became the director of the Visionary Corporation for Colombia, an NGO that uses surveys and statistics to identify and understand social problems.

Mockus enters the room quietly and sits down across from us at a small table. Tea is served. "My primary belief is that life is sacred," Mockus begins, somehow able to

speak of such grandiose ideas without sounding self-conscious. "And by extension, because life is often lived in public spaces, public space is sacred. If you start from this premise, then the bicycle is a very logical and necessary urban vehicle. The bicycle gives one enormous personal freedom, and yet it is relatively cheap and technologically simple. Almost anyone can afford a bicycle and it is not hard to repair yourself. The bicycle allows everyone to live within their means."

Mockus, 63, smiles, rubbing his blond, Amish-style beard, then tells a tale about how, while studying in Paris in the '90s, one of the rules he had for himself was that any girl he dated had to bicycle, or allow him to give her a ride on his bicycle.

"As an individual," he says, "we often think that our own behavior is shaped by our consciousness, but that the behavior of other people must be constrained by laws. In other words, we prefer carrots for ourselves and sticks for others. The Ciclovía teaches people to trust, rather than fear, each other. The Ciclovía is a message to the people of Bogotá that urban life can be better. We are all used to sharing things within our family. The Ciclovía

is about sharing the streets within the family of humanity."

Mockus, a slight man with burning eyes, sits back and reflects for a moment.

"Many things can be managed by small shifts in imagination," he says. "Take the cell phone. Once it was used only for making calls. Now you can take a picture with it, or find your location, or write a book. Right now streets are only used for one thing: automobiles. But they could become multifunctional spaces."

It occurs to me that we in the United States may have misspent our energy trying to build bicycle paths, which are invariably expensive, circuitous, second-class passageways that almost never connect to a fully functioning two-wheeled transportation system. We have more than 4 million miles of paved streets and highways in the United States—maybe we just need to get the cars off the streets. Not all the streets, of course, just a few.

When Mockus is informed by his secretary, for the third time, that he is overdue for his next appointment, he stands up, shakes our hands warmly and says, "Think of it this way: Streets are the hardware; how we use the streets is the software."



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EVERYBODY RIDES!

On a rainy afternoon Sue and I are invited by Ivonne Leguizamón, one of Montezuma's Ciudad Humana volunteers, to go bicycling with Mi Caballito de Acero, her bicycle club called "my steel pony." Bogotá has dozens of bicycling clubs, or colectivos. Some have only a few members, others have thousands, but each has an individual bicycling leitmotif. There are clubs for wealthy amateur racers, clubs for cruisers, clubs for BMXers, clubs for all forms of mountain biking.

Leguizamón's club takes old, classic bicycles, refurbishes them, artfully repaints them, and then sells them. We meet up with Leguizamón and her friends in the Parque de Los Periodistas, appropriately enough, the Journalists Park.

Ivonne, 29, is a jeweler with a ring in her nose, the thick thighs of a cyclist, and a turquoise T-shirt printed with the words *life on two wheels*. She's riding an old-fashioned girl's bike painted dark blue with fire-engine red fenders. She introduces us to her comrades: Andrés Espinosa, 30, chief bicycle restorer, whose ride is a blue antique with orange wheels and a wide leather saddle; Nelson Cipagauta, 24, a downtown accountant who straddles a purple-framed, green-wheeled, fully lugged

steel bike; Sara Quintero, 24, performance artist, on a black and blue city bike with a front basket; and Giovanni Fonseca, 38, Andrés's older brother and fellow bike restorer, riding an untouched 1960s blue Schwinn Collegiate.

We saddle up and careen through the steep, narrow cobblestone streets of old Bogotá, swapping bicycles and bicycle stories, eventually ending up in a crowded Turkish café with tiny cups of jet-fuel coffee. The conversation has become even more rapidfire and passionate, as only Latin Americans can manage. Sue translates while I type furiously.

"The United States is not the country to emulate anymore," says Andrés. "Our generation decides for itself what we want, and what we want to become."

"We can pick and choose the best global paradigms," says Ivonne, "Make changes and make them our own."

Sue asks what world city they most admire.

"Amsterdam, of course!" shouts Giovanni, and they all nod.

"I have a car," acknowledges Sara. "My mother gave it to me. But it is so stressful to drive in the city, it's not worth it. I bicycle. The bicycle is calming. Tranquilo."

I interject that their desires don't match the reality of Bogotá, which other than on Sunday, is as much a traffic mess as any U.S. city. Nelson, who works in an office high-rise, hasn't said a word. Now he speaks up.

"Accounting students are very serious, regimented people," he begins, "I was once like them." His family did not own a bicycle so he grew up taking buses, a form of transportation he has not used since he found Mi Caballito de Acero and got a bike.

"They don't like to exercise, they don't like to get sweaty," he says, "but these are excuses. All we have to do is get them on a bicycle. We lead by example: We ride. They only have to ride once and the magic will capture them all by itself."

On our third and final Ciclovía, Sue and I decide to ride Carrera Séptima end to end, from Calle 126 in the north, down through the heart of the city, all the way to Calle 20 South, then circle back up along Carrera 15, completing the full north-south loop. Once again the street is filled with cyclists. Entire families are out together. They ride for a couple of miles, stop at any one of the hundreds of

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The Ciclovía is not a beauty contest or a competition. There are boys riding with each other on clunkers and grandmothers still pedaling the bikes they got when they were smooth-skinned teenagers. There is a guy on a purple chopper with a head-high sissy bar and another guy in striped pants on a penny-farthing. There are crowds on inexpensive mountain bikes and clusters of tech-weenies on trophy bikes.

Sliding south, we pass banks, car dealerships, and fast-food restaurants. Banco Popular, Banco de Bogotá, Banco de Occidente. There has always been a small group of business people in Bogotá who have despised the Ciclovía. They claim it disrupts traffic, which it clearly does. They claim it encourages people to bicycle, which in their eyes is bad because cyclists are a hazard to motorists. As we glide beneath the glass towers, I wonder if some of the naysayers might be bankers. People don't take out loans for a bicycle.

Sue and I circle around a slow-moving older man with a 10-foot-tall poster mounted to his bicycle. There is a handwritten diatribe about injustice, and above that a picture of Che Guevara, and above that the words "Rage Against the Machine."

We pedal past Dunkin' Donuts and McDonald's and Subway and Domino's, all chains blamed for the obesity epidemic. But a recent study by the Stanford University School of Medicine suggests otherwise. Researchers surveyed the health habits of more than 20,000 participants from 1988 to 2010. The number of women reporting no physical activity whatsoever leapt from 19 percent to 52 percent; for men, the number climbed from 11 percent to 44 percent. Over this time period, obesity in America increased from 25 percent to 35 percent for women, and, for men, from 20 percent to 35 percent. However, the calories consumed per person per day were basically unchanged over those two decades.

As we near the city center, we pass one solemn stone Catholic cathedral after another. Iglesia Bautista, Iglesia de La Veracruz, Iglesia de San Francisco. It is Sunday morning. Worshipers in uncomfortable black clothes with heads bowed are kneeling beneath glaring gilded saints. It was the brutal conquistadors of imperialist Spain that initially captured the geography of Latin America, but it was the church that imprisoned the souls of its inhabitants.

I am reminded of the Palace of Inquisition in the city of Cartagena, a gruesome museum Sue and I visited. More than 800 innocent humans,

accused of being infidels, were tortured to death inside the thick stone walls—burned alive, broken on the rack, disemboweled, drawn and quartered, giant screws slowly driven through their skulls.

Reaching the Plaza de Bolívar, I stop and stare at the monumental Catedral Primada de Colombia. Completed in 1823, it is the largest and most famous cathedral in the country. Crowds of colorful cyclists are rolling right past the gaping mouth of the church. At that moment I understand more than ever that the Ciclovía is a deeply humane, deeply subversive movement.

Hundreds of young BMX riders are gathering in the plaza, circling around the statue of Simón Bolívar, the revolutionary. Suddenly they all start whistling and yahooining and take off en masse. Sue and I ride along with them and they are delighted. There must be 500 of us rolling through the closed city streets, the BMXers leaping off curbs and popping wheelies, reveling in the pure joy of bicycling.

As we let them go, Sue turns to me:

"I've been trying to figure out exactly why the Ciclovía feels so peaceful," she says, "And I've finally got it: No fear!"

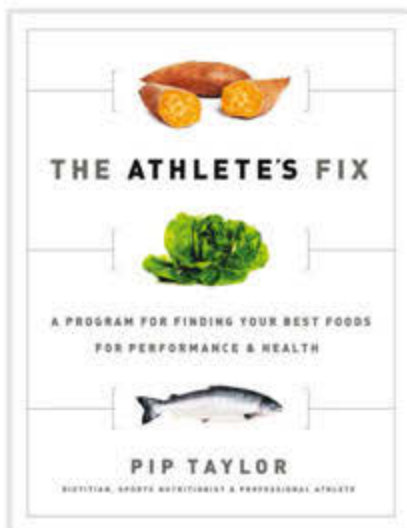
Just before we left for Bogotá, two cyclists

in our home state of Wyoming were struck and killed by reckless motorists—this in a state where antelopes outnumber people. In American cities, cyclists are hyperaware that they are at physical risk riding a bicycle. Taxis cut in front of you as if you aren't there, trucks come so close their mirrors brush your shoulders, sedans squeeze you into the parked cars. On a bike in America, you are a second-class citizen.

"When bicyclists own the street," exclaims Sue in a revelatory voice, "the fear is gone. You feel...tranquilo!" We ride on. It is true. **B**

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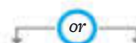
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Caps <input checked="" type="checkbox"/>	<input type="checkbox"/> Hats
Chase <input type="checkbox"/>	<input checked="" type="checkbox"/> Escape ²
Xbox <input checked="" type="checkbox"/>	<input type="checkbox"/> PlayStation
Climbing <input checked="" type="checkbox"/>	<input type="checkbox"/> Descending
CO ₂ cartridge <input type="checkbox"/>	<input checked="" type="checkbox"/> Pump
Color ³ <input checked="" type="checkbox"/>	<input type="checkbox"/> Weight
Drop bar <input checked="" type="checkbox"/>	<input type="checkbox"/> Flat bar
Fame <input type="checkbox"/>	<input checked="" type="checkbox"/> Glory
Reading <input checked="" type="checkbox"/>	<input type="checkbox"/> Math
Fast <input checked="" type="checkbox"/>	<input type="checkbox"/> Strong
How <input type="checkbox"/>	<input checked="" type="checkbox"/> Why ⁴
Flat <input type="checkbox"/>	<input checked="" type="checkbox"/> Rolling
Grace <input checked="" type="checkbox"/>	<input type="checkbox"/> Power
Pack ⁵ <input checked="" type="checkbox"/>	<input type="checkbox"/> Solo
Heart <input type="checkbox"/>	<input checked="" type="checkbox"/> Legs
Hours <input type="checkbox"/>	<input checked="" type="checkbox"/> Miles
Be good <input type="checkbox"/>	<input checked="" type="checkbox"/> Do good ⁶
New <input checked="" type="checkbox"/>	<input type="checkbox"/> Used
Less <input type="checkbox"/>	<input checked="" type="checkbox"/> More ⁷
Paved ⁸ <input checked="" type="checkbox"/>	<input type="checkbox"/> Unpaved
Coast <input type="checkbox"/>	<input checked="" type="checkbox"/> Pedal
Sunrise ⁹ <input checked="" type="checkbox"/>	<input type="checkbox"/> Sunset
Disney <input type="checkbox"/>	<input checked="" type="checkbox"/> Nickelodeon

1. I don't really like good-byes. 2. It gives me more adrenaline. 3. I have a black-and-white bike that gets dirty because I ride in the rain. I don't like cleaning it. Most 10-year-olds don't!

4. I ask a lot of questions. 5. I'm little, so I get more draft. 6. You would be a hypocrite if you didn't want to pick both. If you did good for other people but you aren't good, then it doesn't really make sense because how do you do good and not be good? 7. I eat a LOT. 8. That's just my thing—I'm a road biker. 9. I get more peace in the morning.

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